

# Automotive Daily News

MAR 8 1926

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

Vol. 2, No. 126.

Copyright, 1926, by  
Automotive Daily News Publishing Corporation

NEW YORK, THURSDAY, FEBRUARY 25, 1926

Entered as second-class matter Aug. 27, 1925, Post 10 Cents, \$12 Per Year

## PARTS BUSINESS VOLUME SHOWS GREAT INCREASE

### Motive Accessory Sales In January Ahead Of Year Ago

NEW YORK, Feb. 24.—Business of automotive parts and accessory manufacturers got under way for 1926 with tremendous volume.

According to the Motor and Accessory Manufacturers' Association, with members in all the principal production centers of the industry, January shipments from factories were one-third greater than in the first month of 1925, and were proceeding at a strong pace throughout February.

The M. & A. M. A. Business Bulletin, just issued to members, gives a consolidated report of a large and representative group of manufacturers, showing January shipments in all divisions 132 per cent. of January, 1925. As compared with the first month of last year, January shipments of parts and accessories were 127 per cent. and shipments to the wholesale and retail trade aggregated 103 per cent. in replacement parts, 127 per cent. in accessories and 115 per cent. in service equipment.

The original equipment index of 137 per cent. was almost identical with the car and truck production index, which was 138 per cent. of January, 1925.

The M. & A. M. A. Bulletin showed jobbers' sales throughout the United States and Canada considerably in excess of those of a year ago. A summary of automotive foreign trade showed gains for 1925 over 1924 ranging from 25 to 100 per cent. in different divisions of products.

A large number of the more than 400 members of the Motor and Accessory Manufacturers' Association are co-operating in the assembly of figures for the Bulletin which is issued each month for the guidance of general, financial and sales executives in the entire membership.

### N. Y. STATE AUTO ASSN. GAINS PEACE BY ELECTIONS

Rochester, N. Y., Feb. 24.—With the election of Herbert A. Meldrum of Buffalo as president of the New York State Automobile Association the warring factions of that organization were appeased at a special meeting here yesterday.

The trouble, which began with the election of two presidents last October, was settled with the unanimous election of the compromise candidate. Three vice-presidents, a treasurer and eleven directors were also approved by vote.

### GRAHAM BROS. CO. OUTPUT NOW 60 TRUCKS PER DAY

Evansville, Ind., Feb. 24.—Construction work on the three new plant units of the Graham Brothers Truck Company is said to be progressing steadily. Production of motor trucks at this plant for the past week was reported at sixty a day.

## Ford to Build \$3,000,000 Cloth Mill Near Ypsilanti

Special from A. D. N. Detroit Bureau

Detroit, Feb. 24.—Henry Ford's determined policy to control his own sources of raw materials was given further evidence today in the announcement that he will build a \$3,000,000 cloth mill on a tract of 1,705 acres near Ypsilanti, recently bought at a cost of \$600,000.

Work on a power dam across the Huron River, south of Ypsilanti, will be begun April 15, for developing hydro-electric power for the mill. There will also be an auxiliary steam power plant erected.

Last year, Ford cars used a total of 3,947,855 yards of cloth for upholstery and head linings, of which 2,225,509 yards were of upholstery. This required the wool of 2,500 sheep.

The plant will probably be constructed in two units, each 350 by 1,000 feet, and will take close to two years for completion. A five-mile lake will be created by the dam, which is to be thirty-four feet high, the largest on the river. The dam and the hydroelectric plant will cost \$1,200,000. They will develop 4,500 horse power for eight hours a day.

Incidentally in connection with this project Mr. Ford has acquired the old Corliss engine that has been running the water pumps and generators for "Ypsi" for the last forty years. It was exhibited at the Philadelphia centennial of 1876, when it was considered the last word in power plants. It will be removed to Dearborn, where it will contrast strangely with today's model power generators.

## TOLEDO BUSINESS SETS FAST PACE

### Motive Factories All Speeding Up for Big Year

Toledo, Feb. 24.—If business of the accessory and parts manufacturers of Toledo is an indication of general conditions throughout the United States, business will be exceedingly bright in the automotive industry throughout 1926.

Within thirty days, it is announced, ground will be broken at the Electric Autolite Company for a four-story addition to its factory here costing about \$500,000, and between \$750,000 and \$1,000,000, including all equipment.

Work on the first unit of the \$500,000 additions to be erected this year at the Champion Spark Plug Company has been started. The first unit will cost \$100,000, and will be rushed to rapid completion. Production at the plant is being increased and a number of new employees have been added during February.

Quite an extensive building program is planned at the factory of the DeVidbis Manufacturing Company, large manufacturers of spray painting equipment, used extensively by most automobile manufacturers. The building plans are ready, and work will be done this year costing between \$500,000 and \$750,000.

Business at the Mountain Paint and Varnish Company, which supplies finishes to a large number of automobile manufacturers, including Overland and Ford, is more than double that of a year ago.

The Doehler Diek Castings Company, makers of automobile castings; the Bunting Brass and Bronze Company, making brass bushings; the Bock Bearing Company, builders of automobile bearings on a large scale; the Mather Spring Company, large builders of automobile springs; the Tillotson Carburetor Company, and the Toledo Steel Products Company, builders of automobile valves, are all doing a good business, and all are adding workers to their forces.

It is the consensus of the chief executives that while 1926 will be

## AUTO FATALITY RATE DECLINING

### Safety Conference Reports Decrease During 1924-25

Special from A. D. N. Washington Bureau  
Washington, Feb. 24.—The rate of increase of automobile traffic fatalities, which mounted sharply from 1917 to 1923, declined greatly in 1924 and 1925, according to a report of the committee on statistics filed today with Secretary of Commerce Hoover.

The report is one of six which will be thoroughly discussed at the National Conference on Street and Highway Safety which will convene here March 23 for a three-day session. The report, however, states that despite the decline in the rate of increase the number of annual automobile traffic fatalities is still growing year by year.

W. M. Steuart, director of the U. S. Census Bureau, and chairman of the committee, in the report, says in part:

"While it is early to draw definite conclusions, we point to the declining rate of increase in fatal accidents as an indication that the cumulative efforts of individuals and of organizations toward greater safety of traffic on our streets and highways are beginning to bear fruit."

### GRANT VISITS CHEVROLET PLANT IN OAKLAND

Oakland, Cal., Feb. 24.—For the fourth time in the past twelve months, R. H. Grant, vice-president and general sales manager of the Chevrolet Motor Company, visited the Chevrolet factory here last week.

The automobile executive is winding up a territorial tour that began early in January at the New York Automobile Show. He left the headquarters here for Los Angeles; from there he will proceed to Salt Lake City and back to Detroit.

A highly competitive year it will be a sound one for efficient organizations and plants that are turning out well known and quality merchandise.

## Synthetic Rubber Discussed by A. C. S.

Akron, O., Feb. 24.—The annual meeting of the rubber division of the American Chemical Society was held here Monday and Tuesday. About 200 rubber chemists attended. The possibilities of synthetic rubber were discussed Monday by L. E. Weber, the son of Carl Otto Weber, who is known as the "father of rubber chemistry," and others.

Speakers on the Tuesday program were H. L. Fisher, E. B. Spear, A. E. Gray, W. A. Gibbons, R. L. Moore, Erdley Hazell, C. L. Hippensteel, C. C. Davis and J. M. Bierer.

## TAX BILL PASSES HOUSE 354 TO 28

### Senate O. K. Expected Today; Passenger Car Tax Holds

Washington, Feb. 24.—Approval of the tax reduction bill was given by a vote of 354 to 28 in the House yesterday afternoon. It was reported from conference for action unchanged in any respect.

Similar action is expected in the Senate tomorrow, after which the bill will go to President Coolidge for signature.

As it now stands the measure repeals all of the automotive taxes except that of 3 per cent. on passenger cars. The difference which dealers have paid to manufacturers is provided for by the 2 per cent. refund on cars in stock thirty days after the law becomes effective.

The entire tax on trucks was wiped out in conference. Other taxes removed by the bill are those on tires, parts, accessories and autos for hire.

## Florida Embargo Slightly Modified

Special from A. D. N. Washington Bureau

Washington, Feb. 24.—The car service division of the American Railway Association today announced that the embargo on carload shipments of automobiles and trucks to Florida is still in force, except on the Florida East Coast which has exempted them. The statement, in part, says:

"Due to the progressive improvement that has taken place in the past few months in the railroad transportation situation in Florida it is possible to substantially modify the state wide embargo that has been in effect."

"For the movement in carload quantities of automobiles and trucks, except on the Florida East Coast, it will be necessary for the individual receiver located in Florida to file a statement as to his monthly requirements with the appropriate committees of the Florida Division of the Southeast Shippers' Regional Advisory Board, and permits will be issued by the carriers on a percentage basis, equally to every one, and predicated upon the requirements filed by each receiver."

## JANUARY AUTO PRODUCTION TOPS JAN. 1925 OUTPUT

### Slightly Under December's High Yield Of 319,569

WASHINGTON, Feb. 24.

—January production of motor vehicles reached 282,483 passenger cars and 32,542 trucks, of which 271,231 passenger cars and 29,601 trucks were made in the United States and 11,252 passenger cars and 2,910 trucks were produced in Canada, according to the Department of Commerce.

The total compares with 285,199 passenger cars and 34,370 trucks produced in December and 212,921 passenger cars and 28,141 trucks produced in January, 1925.

The combined production in January of 314,994 vehicles was practically the same as the 319,569 produced in December but represents a gain of 73,932 vehicles over January last year.

The following table compares monthly passenger car output since 1922:

	1926	1925	1924	1923
Jan.	282,483	212,921	295,824	228,861
Feb.	252,903	242,460	260,325	227,046
March	332,154	357,045	327,045	327,046
April	391,392	346,495	351,628	351,628
May	382,714	286,324	358,657	358,657
June	364,806	225,079	344,001	344,001
July	358,554	244,544	303,515	303,515
Aug.	321,831	255,232	318,857	318,857
Sept.	272,425	263,528	302,347	302,347
Oct.	406,572	260,881	338,481	338,481
Nov.	336,358	204,343	288,810	288,810
Dec.	285,199	182,099	279,862	279,862
Total	3,817,639	3,262,764	3,702,391	3,702,391

The figures are based on returns received from 179 manufacturers for recent months, seventy-one making passenger cars and 125 making trucks (seventeen making both passenger cars and trucks). Figures on truck production include fire apparatus, street sweepers and buses.

## TOLEDO EMPLOYMENT CONTINUES AT HIGH

Toledo, Feb. 24.—Employment in Toledo automotive plants continues to gain, showing an increase of 197 workers last week in fifty-one plants making a report. Total in those plants is 26,412, as against 22,970 at the same time last year. Gains of nearly a thousand a week have been recorded, indicating that plants are near peak schedules.

**NEW passenger car registrations, throughout the entire country, will be found on Pages 4 and 5 of this issue.**



## PA. COLLECTS ITS BIGGEST GAS TAX

Total of \$10,574,412 Was 4% Above Normal Increase in Past

HARRISBURG, Pa., Feb. 24.—According to State Treasurer Samuel S. Lewis, Pennsylvania during 1925 collected \$10,574,412.48 as gasoline tax.

The tax books for last year have just been closed, for the dealers have a month after the close of the taxing period in which to pay.

Approximately one-third of the amount collected, or \$3,285,249.82, went into the state's general fund. The counties of the state will receive \$2,661,703.64 for use on the secondary road system of the state, while \$4,627,459.02 went into the state's motor fund.

Consumption of gasoline in Pennsylvania last year increased 24 per cent., an increase of 4 per cent. over the normal increase of the past several years, the taxation figures reveal.

The organized motor clubs and the automotive dealers of the state have won their fight to make the gasoline tax benefit those who pay it. A recent act of the Legislature provides that from now on all gasoline taxes go to the state's motor fund, except a portion which reverts to the counties in which the tax was collected. The counties, however, are compelled by law to use the money on roads which are not in the state's primary system.

"No part of the gasoline tax collection other than that which may represent delinquencies will be paid into the general fund of the treasury in the future," the treasurer said. "Under the act of 1925, all gasoline tax will be used only for the purpose of construction, maintenance and repair of roads and highways and for the payment of interest on bonds issued for road purposes.

"One-fourth of the tax, which will be approximately \$2,500,000, will be paid to the counties on the first day of August and February of each year; the other three-fourths, representing approximately \$7,500,000, will be paid into the motor fund."

This year the largest return to any county is that of Philadelphia, which will receive a check for \$224,065.03, making the total return for 1925 collections to that county \$415,977.30. Allegheny county, having Pittsburgh as its center, gets the second largest amount from the state or \$207,477.21, making its total for the year \$384,181.50.

In the closing minutes of the extra session of the Pennsylvania Legislature two bills of vital importance to all Pennsylvania retail dealers of gasoline were passed. The object of the measures was to tighten collection of the state's 2-cent gasoline tax.

As both bills were Gov. Pinchot's own bills, prepared by him, there is no doubt that they will be approved.

The first bill requires all re-sale dealers of gasoline to have and publicly display a permit for their business. The second bill authorizes use of members of the state motor patrol to co-operate with the auditor general in collection of the tax by checking on gasoline filling stations to be certain that they have permits.

## MOTOR ENTRY FEES INTO 7 NATIONAL PARKS CUT

Special from A. D. N. Washington Bureau  
Washington, Feb. 24.—The automobile fee for entering seven national parks has been reduced by more than half, the Interior Department announced today. The fee is similar to the license fee exacted by the states and permits the operation of an automobile upon all of the roads of a park throughout the season.

## Willys-Overland Dealers' Meeting and Driveaway



## Oakland-Pontiac Dealers in Contest

Detroit, Feb. 24.—All the salesmen of the Richards-Oakland Company, General Motors Building, and associate dealers in Detroit and Wayne county, are making every effort to beat the Community Motors, Inc., Chicago, and dealers in Chicago and Cook county in the sale of Oakland and Pontiac Sixes for this calendar year.

The contest started when G. A. Richards, president of the Richards-Oakland Company, at a recent banquet of Oakland dealers in Chicago said that his organization could beat the Chicago organization in the sale of cars. The challenge was taken up by H. A. Wehmeier, vice-president and general manager of Community Motors, Inc.

The Detroit Oakland organization feels that even though there are fewer dealers here and a smaller population, the record made during the last six months more than justifies their faith that they will win the wager.

During the last six months, Oakland has forged ahead in the Detroit metropolitan area until its registrations of new cars put it in third place among all motor cars selling for more than \$800.

## ALBANY AUTO SHOW HAS 200 CARS ON EXHIBITION

Albany, N. Y., Feb. 24.—Legislators returning to Albany after the week end forgot their law making duties long enough to inspect the fine points of a handsome Peerless sedan that graces the center of the Ten Eyck Hotel lobby.

The appearance of the Peerless in the Ten Eyck lobby, as in many years past, marked the opening of the Albany automobile show. The show is the sixteenth of the Albany Automobile Dealers' Association. It opened up at the Albany Armory with a record breaking attendance and will continue all this week. More than 200 cars are on exhibition.

ADD AUTO DEPARTMENT  
Minneapolis, Minn., Feb. 24 (U. T. P. S.).—The New England Furniture and Carpet Company, an exclusive housefurnishing company of long standing, has added an automobile department as part of the home furnishings business. The cars are the Hudson and Essex.

## PICKWICK CO. IN L. A. TO BUILD LARGEST TERMINAL

Los Angeles, Feb. 24.—The Pickwick Stage System has just completed a realty transaction involving approximately \$3,850,000, which will give Los Angeles the largest motor transit bus terminal in the world.

A ninety-nine-year lease has been taken by the corporation on an eighty-foot frontage adjoining the present site of the Pickwick bus depot. The rental over the term of years aggregates \$2,850,000. Plans to enlarge present depot facilities of the Pickwick corporation have been made, with an expansion program amounting to approximately \$1,000,000. An eight-story hotel will rise above the depot, and over the entire Pickwick holdings.

## 250% Increase in Wisconsin Sales

Madison, Wis., Feb. 24.—The extent of the increase in new car sales in Wisconsin for the month of January is strikingly shown by the figures on registrations issued here by the secretary of state today. The total number of new cars registered during the month was 4,764, as compared with 1,389 for the month of December, 1925, an increase of over 250 per cent.

The greatest single increase was made by Ford, with 2,093 cars registered, as compared with 677 for the month before. Chevrolet showed the second largest sales, with 571; in December, 1925, the figure was 134. Buick more than tripled its sales in Wisconsin in this month, with 345 in January, and 104 in December. Other leading makes ranked as follows: Overland, 240; Essex, 227; Nash, 170; Dodge, 155; Oldsmobile, 103; Studebaker, 102; and Hudson, 93.

Truck registrations for the month were more than tripled in January, the secretary of state shows. The total was 724, as compared with 235 for December. Ford led, with 501 new trucks, and other companies ranked in the following order: Chevrolet, 63; Dodge, 39; Graham, 28, and Reo, 20.

ENTERTAINED IN MIAMI  
Miami, Fla., Feb. 24.—John N. Willys, president of the Willys-Overland Company, and A. R. Eskine, president of the Studebaker Automobile Corporation, were entertained here recently by Thomas Meighan, noted motion picture star, who is spending some time in Miami.

## Sees Mexico as Big Rubber Area

Washington, Feb. 24.—Mexico is the logical place for the establishment of a great rubber industry to supply the United States, declares a report to the Department of Commerce by Commercial Attache Alexander Dye, who has just completed an extensive tour of Mexico for the purpose of making a study of conditions.

The climate and soil are ideal, Dye declares, and it would be but a matter of a few years to overcome the British rubber monopoly and make the United States independent of other sources.

The report states that hundreds of thousands of trees are flourishing and are capable of great production with proper cultivation. Dye points out, however, that it first will be necessary to secure stability in those Mexican states best suited to the establishment of rubber plantations. He finds vast areas adaptable to rubber cultivation on navigable streams running into the gulf, which he said would make New Orleans the greatest rubber port in the world.

The development of such a program, Dye says, would probably cause the removal of important tire manufacturing plants to Southern cotton mill sections, thus lowering transportation costs.

## NASH MOTORS BAND TO BROADCAST PROGRAM

Kenosha, Wis., Feb. 24.—The Nash Motors Company band, consisting of thirty pieces, will broadcast over station WLS, the Sears-Roebuck station, Chicago, Friday night from 9 o'clock to 9:40.

The Nash band is made up entirely of employees of the Nash Motors plant at Kenosha, Wis., and is directed by Frank Haubrick. One number that will be specially featured on the program is "The Nash March," a composition by H. L. Booth, formerly of the Nash Motors Company.

PAGE IN MIAMI  
Miami, Fla., Feb. 24.—DeWitt Page of Bristol, Conn., vice-president of the General Motors Corporation and president of the New Departure Company, is here for a month's vacation.

ADVERTISEMENT  
Every 2 1/4 seconds, somewhere in the world, some one buys a Dunlop Tire.

## SECOND GLIDDEN TOUR RECALLED

Distance Runs Over Bad Roads Real Adventure

By JOHN C. WETMORE  
LOS ANGELES, Feb. 24.—Now that the national shows are over and the Pacific Coast exhibitions at San Francisco and Los Angeles are through, some Automotive Daily News readers may be ready for a little more of my old-time stuff.

I am encouraged in this surmise by the fact that these memories of mine are quite often followed by letters of comment and seeming approval from old timers, who were participants in the events I recall.

Such a one, for instance, came from Carl H. Page, who drove a White in the second Glidden tour referred to in the recollections published on February 2. Carl was at that time manager of the White Company's New York branch. Later he directed distribution of the Chalmers in the metropolitan district. He is now a Chicago subdivision realtor. Incidentally Hugh Chalmers himself is now at his winter home at Oak Knoll, Pasadena, not so many blocks from Charles Y. Knight's residence on Orange Grove Avenue, where John N. Willys not many years ago also maintained a winter resting spot.

The route of the second Glidden tour, which was run July 12-28, 1906, was from Buffalo to Breton Woods in the White Mountains. In these two weeks Canada, north states and the Adirondack and Green Mountain regions were covered. It was the first American automobile invasion of Canada. It embraced Montreal, Quebec, Three Rivers and a steamer trip down Lachine Rapids and is a vivid and pleasant memory for many of us.

Most of the way the tour ran through French villages, each conspicuous through a big cathedral. The entire countryside turned out for many miles on either side of the route to greet the intrepid Yankee voyageurs-a-motor, and literally lined the road the whole way. Pretty French girls threw kisses at us at rather embarrassingly close range and literally filled the tonneau with little bouquets of flowers and even vegetables.

The few poor peasants who had them hung out American flags, but cathedral flags predominated. Those who had none hung out colored bed spreads and table cloths, and some tied tiny bits of ribbon or bright colored strips of cloth to the fence pickets in their eagerness to honor us by decorating their homes as best they could. There were some paved or at least hard highways, but most of our journey was over rough, wagon-rutted roads—all to be covered, bear it in mind, at an average of twenty miles an hour for the entire 1,134 miles.

Seventy-six cars started, of which forty-nine competed for the Glidden trophy. At the end of the run, whose night stops were at Auburn, Utica, Saratoga, Lake Champlain, Montreal, Three Rivers, Quebec, Jackman, Me., Waterville and Rangeley Lakes, there were only thirteen to finish with perfect scores.

Well remembered among them even today were George M. Davis, advertising manager of the E. R. Thomas Company, now, I am sorry to tell you, a confirmed paralytic; George Soules and W. C. Walker, in Pope-Toledos; William E. Wright, a charming old gentleman, who always spent his week ends in really long distance touring, in one of his company's Knoxes; Percy P. Pierce and Archie E. Hughes, the latter still a Pierce dealer in Philadelphia, in a Pierce, of course; C. Burman, Peerless; Frank E. Wing, Marmion; and Gus G. Buse, Packard.



## Oregon Dealers Expect Better Used Car Sales

**PORTLAND, Ore., Feb. 24.**—In spite of the open winter, the sale of used cars has not been what it was expected to be so far this year. Used car dealers are unable to account for the general situation as a whole, since the general expectation has been for a decided increase over last year.

However, they look for a definite change after the first of the month along with the arrival of spring. It has been possible for the dealers to follow the sales from week to week with more definite views as to the cause of fluctuation.

In accounting for the decrease in sales, R. Taggessell, manager of the Fields Motor Car Company, stated that the weather was the real cause. The heavy rains have been no inducement to would-be purchasers of used cars, since most of the cars of the Fields Motor Car Company are sold on open lots and customers have no protection from the weather. However, the prospects for a big year look good to him, and he is of the opinion that as soon as the weather ceases to be so changeable and more definite signs of spring come into evidence people will begin buying.

The manager of the used car store of the Bromberg Motors, Inc., announces that their sales show a considerable pick-up, due, in part, to the cut in prices which they have made. People looking for bargains have responded very well to this price-cut.

He believes that the business outlook for good used cars is particularly pleasant. Further, he stated that he has found that cars have to be put in a good condition before they are saleable. People, he says, are demanding more than ever before that used automobiles be put in better shape. It is necessary for the dealer to stand back of his sales and guarantee the good condition of the cars, or, as he puts it, they soon are out of the running.

**JOHNSTOWN PLANS SHOW**  
**Johnstown, Pa., Feb. 24.**—Importance of the automobile industry to every city is to be emphasized by the Johnstown Automobile Dealers' Association at their fifth annual automobile show, to be held February 27 to March 6, inclusive, at the new Johnstown Terminal warehouse on Maple Avenue.

### What Do You Think?

This column is devoted to the exchange of ideas and suggestions, by readers of the Automotive Daily News on retail merchandising problems.

Editor,

Automotive Daily News,  
25 City Hall Place,  
New York City, N. Y.

You are probably aware of the fact that a number of the trade magazines last summer and fall published statements to the effect that folks in Florida were crying for both new and used cars. This news item evidently was widely read because soon after that a number of used car merchants from the northern states began to send cars into Florida. The writer personally received letters from one northern dealer offering to ship used cars into West Palm Beach on consignment.

The success of the movement was of such an extent that now we find the used car market thoroughly glutted, and that several of the finance companies who have been operating in southern Florida are now refusing to finance the sale of these cars for northern dealers. This has resulted in these dealers ordering their representatives, whom they had sent here, to sell these machines at any price, which means that these same parties are taking substantial losses on every car which they have sent down and which are as yet unsold.

Of course, this shipping in of used cars and the glutting of the market has had its reaction on local dealers in the several towns affected—namely, Tampa, Orlando, West Palm Beach, and especially Miami.

Very truly yours,  
Royal Motors, Inc.,  
West Palm Beach, Fla.,  
A. G. HOSKINS.

### Dealer Meetings

#### OAKLAND

**Peoria, Ill., Feb. 24.**—Forty Oakland car dealers from this city, Galesburg, Kewanee, Clinton and Canton attended a district sales conference under sponsorship of the Pinkerton Motor Company and the Oakland Company at the Crevecoeur Club, during the Peoria auto show. E. M. Lubeck, district manager; E. T. Jackson and H. R. Morgan, field representatives, and C. R. Hamilton, all of the Chicago office, were speakers. Elmore G. Heisel, vice-president of the Pinkerton Motor Company, presided.

#### OLDSMOBILE

**Des Moines, Ia., Feb. 24.**—Seventy-five Oldsmobile dealers in Iowa were entertained by the Means-Oldsmobile Sales Company at a dinner in the Chamber of Commerce dining room during the Des Moines show. D. S. Eddons, Lansing, Mich., general sales manager for the Olds, was toastmaster and I. J. Reuter, president and general manager of the Olds Motor Works, was principal speaker.

#### REO

**Harrisburg, Pa., Feb. 24.**—Reo dealers from Dauphin and nineteen adjoining counties met with the Central Pennsylvania Reo distributor, the Harrisburg Auto Company. In addition George G. McFarland, president of the local company, had as his guests the Reo distributors of Washington and Baltimore.

After a banquet the dealers were addressed by Clarence Eldridge, assistant general sales manager of the Reo Motor Car Company, Lansing, Mich.; H. T. De Hart, Reo advertising manager; E. W. Stefens, Reo district manager; Walter Buchen, advertising counsel, and B. C. Clayton of the Reo engineering department. The meeting was one of a series now being held at various Reo distributing points throughout the East, explaining the Reo merchandising and advertising policy for 1926.

#### CHEVROLET

**Springfield, Mass., Feb. 24.**—A. V. Reopell, Springfield, distributor for the Chevrolet, was host at a meeting of dealers from Hampden, Hampshire and Franklin counties, Massachusetts, and Windham county, Vermont, last Friday. A. E. Frame, New England wholesale manager from Boston branch, was the speaker of the occasion.

### WISCONSIN PAYS OUT \$275,000,000 ON CARS

**Kenosha, Wis., Feb. 24.**—Wisconsin's 600,000 car owners are spending \$275,000,000 to own and operate their cars in Wisconsin this year, estimates J. T. Donaghey, chief engineer of the Wisconsin highway commission. The average for each car owner is \$450 a year, including gasoline, oil, accessories, depreciation, and a share of the original cost divided into years.

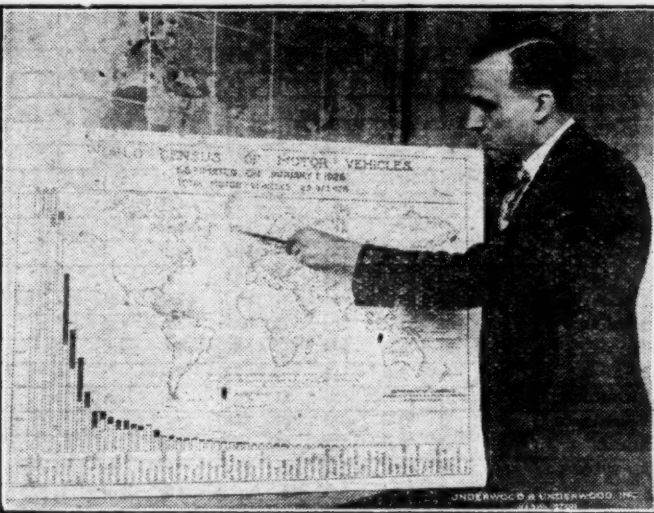
#### DEALER CONVENTION

**Hartford, Conn., Feb. 24.**—A dealer sales convention was held by the A. C. Hine Company Tuesday afternoon at the Heublein Hotel, where luncheon was served, following which the dealer delegation from all over the state went in a body to the state armory to visit the Hine display of Oakland and Pontiac.

#### 11,736 NEW AUTOS

**Boise, Ida., Feb. 24.**—Idaho's population of 400,000 people purchased 11,736 new automobiles during 1925. On the estimated average of \$800 for each car, on which the office of the secretary of states bases its estimates, this is an expenditure of approximately \$9,600,000 for new machines in the state.

**AUTOS EVERYWHERE!** Motor cars hum from Iceland's snowy mountains to India's coral strands, according to a survey just completed by J. H. Taylor, acting chief of the Automotive Division, Department of Commerce. Mr. Taylor is shown standing beside a map showing the world census of autos, which graphically relates where each of the 25,973,928 motor cars is located.



## Indiana Reports On New Car Sales

**Indianapolis, Ind., Feb. 24.**—The January new car sales report for Indiana just issued by the Indianapolis Automobile Trade Association shows the following figures:—

Ajax, 17; Auburn, 21; Buick, 232; Cadillac, 12; Case, 2; Chandler, 10; Chevrolet, 630; Chrysler, 149; Cleveland, 22; Diana, 0; Dodge, 185; Davis, 1; Duesenberg, 0; Durant, 1; Elcar, 5; Essex, 284; Flint, 23; Ford, 2,823; Franklin, 6; Gardner, 7; Gray, 6; Hudson, 111; Hummobile, 49; Jowett, 39; Jordan, 14; Kissell, 2; Lexington, 2; Lincoln, 9; Locomobile, 0; Marmou, 9; Moon, 4; Nash, 107; Oakland, 107; Oldsmobile, 119; Overland, 381; Packard, 14; Paige, 1; Peerless, 6; Pierce-Arrow, 6; Pontiac, 0; Reo, 15; Rickenbacker, 11; Star, 77; Stearns, 9; Studebaker, 142; Stutz, 2; Velie, 6; Westcott, 0; Willis-Stet, Claire, 0; Willys-Knight, 46; electric, 0; miscellaneous gas, 10.

## GAHN AGAIN HEADS CHEVROLET DEALERS

**Cleveland, Feb. 24.**—At a meeting of the Cleveland Chevrolet Dealers Association held recently at the Hotel Winton, Harry C. Gahn was elected president for his fifth consecutive term. The other officers of the association, all of whom were re-elected, are: Vice-president, H. J. Harrington of Central Chevrolet Sales, Inc.; secretary, Ralph Y. Olmsted of the Utility Chevrolet Sales Company; treasurer, L. L. Gahn of Broadway Chevrolet Company.

The directors elected at the same meeting were A. J. Brack of West 25th Chevrolet Sales, Sam Klein of Frankel Chevrolet Company, and Arthur Haas of Downtown Chevrolet Motors, Inc.

## TAXI DRIVERS BUY USED CARS

**Chicago, Feb. 24.**—Many used cars are sold by Chicago automobile dealers to taxicab drivers. The trade in this channel was unusually large in 1925, the taxi men absorbing hundreds of reconditioned used cars.

They buy, as a rule, cars of the better grades, convert them into taxis and get plenty of good transportation from them, dealers report. Model changes and style factors influence many people to turn in their perfectly good used cars for new ones of slightly different style. It is cars of this type the taxicab driver buys readily. Some dealers have standing orders for cars that answer that description.

## DEPLORES TOO EASY CREDIT ON NEW CARS

**Charlotte, N. C., Feb. 24.**—The possibility is such as to arouse concern that the automotive trade will go beyond the limit of safety in extending credit to purchasers of automobiles, according to C. N. Vigneron of Providence, R. I., of the Automobile Mutual Insurance Company, who was a visitor here in the course of automobile display week.

"I think this thing can be carried too far, and I am wondering if it isn't already carried far enough," Mr. Vigneron added.

—He pointed out that the deferred payment plan of selling automobiles "has been the means of many a worthy family getting a car, but an unwholesome condition can develop if this opportunity is extended indefinitely."

#### BUILDING NEW HOME

**Olympia, Wash., Feb. 24.**—Excavation is now under way for the new home of the Hague Motor Company, Chevrolet dealer at Winlock. The building is to be completed within ninety days.

for Economical Transportation



So spectacular has been the demand for the Improved Chevrolet that January sales exceeded by 122% those of the corresponding month of 1925. And 1925 was Chevrolet's greatest year with over a half million cars produced!

Touring - -	\$510	Sedan - - - -	\$735
Roadster - -	\$510	Landau - - - -	\$765
Coupe - - -	\$645	½ Ton Truck -	\$395
Coach - - -	\$645	(Chassis Only)	
		1 Ton Truck -	\$550
		(Chassis Only)	

ALL PRICES F. O. B. FLINT, MICHIGAN

CHEVROLET MOTOR COMPANY, DETROIT, MICH.

Division of General Motors Corporation

Q U A L I T Y A T L O W C O S T



# MANY NEW AUTO PATENTS LISTED

Locks, Clutches and Other Devices Recorded

Special from A. D. N. Washington Bureau

WASHINGTON, Feb. 24.

The Patent Office today made public a long list of recent inventions relating to the automotive industry, among which is a new carburetor perfected by Charles L. Rayfield and assigned to the Beneke Manufacturing Company of Chicago, manufacturer of the Rayfield line. The list follows:—

Henry Allec, assignor of one-third to J. A. Fenno and one-third to J. Pleanti, all of Stockton, Cal., gas saver for internal combustion engines.

Edward A. Lamsbach, Chicago, Ill., automobile fender and guard; Arlie Bartley, assignor to the Red Cross Manufacturing Company, Bluffton, Ind., power transmission mechanism; Raymond C. Benner, Blayside, assignor to the Prest-O-Lite Company, Inc., New York city, composition for storage battery positive electrodes and making same; Charles Bjorklund, St. Paul, Minn., intake connecting bolt; John C. Black, Destrehan, La., and J. W. Weir, Fillmore, Cal., manufacturing lubricating oils; Paul W. Black, San Francisco, Cal., device for dispensing and moistening gummed tape; Leroy R. Blades, Chicago, Ill., assignor to F. J. Gandy, auxiliary intake air valve; Robert W. Bostwick, Detroit, Mich., window regulator lock; Robert W. and G. W. Bostwick, Detroit, Mich., window regulator lock; Paul Burke, assignor to Northwest Engineering Company, Green Bay, Wis., clutch-operating means; Paul Burke, assignor to Northwest Engineering Company, Green Bay, Wis., clutch-operating mechanism; Paul Burke, assignor to Northwest Engineering Company, Green Bay, Wis., clutch mechanism; William Clauson, Boston, Mass., spring mounting.

Cook, George, Detroit, neutral position detector for automobile pedals; Cowley, Irving, Chicago, auxiliary charge forming device for automobiles; Cox, Millard F., Louisville, Ky., grease cup; Croxall, John S., assignor to Bittbetter Manufacturing Company, Winthrop, Mass., clutch pedal; Davis, Francis W., Waltham, Mass., vibration absorbing means for steering gears for motor vehicles.

Day, Dorothy W., Chicago, radiator casing; Deubel, Joseph, Clifton, N. J., rotary engine; Dunston, Wayne E., assignor to the C. G. Spring and Bumper Company, Detroit, bumper attaching and supporting means; Wayne E., assignor to the C. G. Spring and Bumper Company, Detroit, bumper supporting means; Dunston, Wayne E., assignor to the C. G. Spring and Bumper Company, Detroit, bumper attaching and supporting means.

Edwards, Bernard, Sanford, Fla., side closure for motor vehicles.

Fairchild, Walter L., New York city, splicing unvulcanized rubber tubes for automobile tires and the like; Faith, Stephen, assignor to Faith Manufacturing Company, Chicago, automobile radiator cap; Farmer, Percy L., Richmond, Me., hose coupling; Finley, Thomas M., St. Louis, tandem motor power unit; Finley, Thomas M., St. Louis, engine; Fletcher, Hubert G., Longke, Ark., steam injector for internal combustion engines; Fyke, Mitchell, L., Milwaukee, assignor to Baccus Company, South Milwaukee, removal wheel.

Gillis, Charles R., assignor of one-half to G. F. Taft and one-half to N. S. White, Boston, piston ring compressor; Gilman, Norman H., Indianapolis, assignor to C. C. Fisher and J. A. Allison, Miami, Fla., vacuum brake; Gray, Orrin D., assignor to Advance Automobile Accessories Corporation, Chicago, friction material; Grigsby, Hugh S., Richmond, Me., garage.

Hachmuth, Henry C., Comstock Park, Mich., motor vehicle signal; Helde, Christian P., Kenosha, Wis., assignor to T. C. Igo, Chicago Heights, Ill., bumper and bracket therefor; Homar, Frank T., Tucson, Ariz., shock absorber; Huff, Russell, Detroit, assignor to Dodge Bros., Inc., transmission lock; Hull, Matthew R., assignor to Rex Manufacturing Company, Connersville, Ind.; joint making means for demountable automobile tops.

Johnson, Colvin L., St. Louis, assignor to Johnson Automobile Lock Company, locking a transmission housing cover; Junghans Helmut, Gut Berneck, near Schramberg, Germany, and P. Glogauer, of Cincinnati, circuit closer for direction indicators; Kaiser, Robert E., Conemaugh, Pa., dirigible headlight.

Laber, Frank J., Portland, Ore., bumper; Lambert, Henry M., Portland, Ore., assignor to Lambert Tire and Rubber Company, Akron, O., casing; Lippert, Aloysius C., Kenosha, Wis., assignor of one-half to C. A. Norton, Chicago, radiator cap; Lundahl, Alma J., Logan, Utah, rim tool; Lynch, Joseph L., Oak Park, Ill., auto parking system.

Alexander Marrett, Los Angeles, Cal., traffic signal for motor vehicles; Harry J. Mead, Philadelphia, Pa., lining for transmission and brake bands; Patrick R. Minahan, Green Bay, Wis., heater for automobiles; Henry E. Muchnie, Atchison, Kan., piston and ring construction.

Russell H. Parker, Benton county, Oregon; ignition-circuit switch; William F. Polson, Buffalo, N. Y., automobile hood fastener; Archie P. Price, Covington, Ind., gasoline gauge.

John J. Rarick, Utica, N. Y., machines for recharging magnetos and batteries; Charles L. Rayfield, assignor to Beneke Manufacturing Company, Chicago, Ill., carburetor; Enrico Re, Camden, N. J., tire-filling apparatus; Harry S. Reinheimer, Lehighton, Pa., anti-glare shield; Alfred C. Rioux, Claresholm, Alberta, Canada, oil-supply-indicating device for automobile engines; Oliver C. Ritz Woller, Chicago, automobile signal lamp; Oliver C. Ritz Woller, Chicago, combined light and license plate holder; Richard C. Rose, Osceola, Ark., automobile four-wheel drive.

Rudolph G. Schultz and O. L. Hendren, Columbus, Neb., deceased, assignor to Hendren, M. Hendren, administrator, Atlanta, Ga., compressed rubber and bumper; Frederick W. Seelert, Minneapolis, Minn., piston ring; John H. Shaw, assignor to Sargent & Co., New Haven, Conn., lock for gear shift levers and the like; Edgar L. Smith, Los Angeles, auto parking device; Henry L. Smith, Gainesville, assignor of one-half to G. W. Reynolds, Rock Glen, N. Y., automobile clutch control for motor vehicles; Samuel S. Staley, Reading, Pa., screen for automobile lamps; Joseph F. Sullivan, New York city, motor vehicle.

Edward Van der Pyl, Holden Mass., shock absorber; Richard E. Villard, Atlanta, Ga., compressed rubber and air cushion for tires; Wilhelm Vogt, Melide, Switzerland, direction indicator for motor vehicles.

Ernest Warren, Peoria, Ill., brake lining rack; Hugh T. White, Dallas, Tex., gear shift control; William J. Winter and E. M. Holmes, Denver, Col., foot accelerator for automobiles; Frederick V. Winters, New York, spark plug.

# LATEST MONTHLY NEW CAR

The monthly registration figures presented herewith are compiled by R. L. Polk Company, Detroit, Mich. Except where noted, the figures are for the month of January.

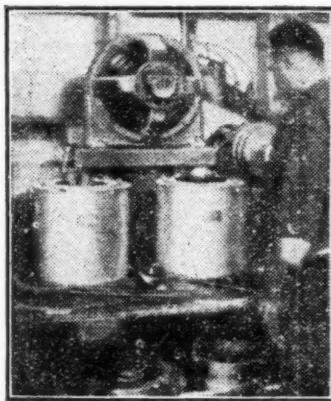
States	Ajax	Auburn	Buick	Cadillac	Chandler	Chevrolet	Chrysler	Cleveland	Davis	Diana	Dodge	Durant	Elcar	Essex	Flint	Ford	Franklin	Gardner	Gray	Hudson	Hupmobile	Jewett	Jordan	Kissel	States
Alabama	12		99	22	13	319	46	6			89			68	11	1862	1		1	41	15	4	1		Alabama
Arizona	6		25	3		43	17	1			33			25		207	2	1		16	4	8	1		Arizona
Arkansas	3		26	2	1	80	22				32			26	4	934				13	9		4		Arkansas
California	183	40	1471	239	96	1625	494	76	1		881	28	3	804	76	7536	46	15	1	575	322	197	96	9	California
Colorado	3	3	79	7	2	116	41	6			59	7		43	2	364	1	4		22	12	14			Colorado
Connecticut	6	10	237	58	16	214	136	17			102	2	3	158	17	653	10	5	1	104	99	28	11	5	Connecticut
Delaware		1	38	6	2	71	13	12			15			22	2	248	2			24	1	1			Delaware
Florida	10	10	241	88	25	508	264	10			344	2	21	227	11	2224	16	5		296	91	32	55	7	Florida
Georgia	11		251	19		338	82				120	2		89	14	2343	11			52	41	8	3	1	Georgia
Idaho	3		20			61	10				8	2		8	1	239	1			3	5	4			Idaho
Illinois	71	121	1188	179	73	1937	431	87	11	27	988	11	3	489	131	3317	37	21	7	372	478	203	89	43	Illinois
Indiana	16	18	324	20	11	538	99	16	1		137	2	7	208	8	2230	3	5	5	92	68	20	16	4	Indiana
Iowa	32	3	405	21	11	1266	104	20			221	5		302	9	4767	6	5	4	115	57	51	4		Iowa
Kansas	4		33	2		71	22				27			35		542				18	9				Kansas
Kentucky	2		82	8	4	147	28	2			43			39	3	617	4		1	15	12	2	1		Kentucky
Louisiana	14	2	125	26	8	305	75	4		1	200			55	4	1829	3			52	11	2	1		Louisiana
Maine	2		124	18	7	44	25	11			11			15		169	4			13	2				Maine
Maryland	16	1	129	13	11	382	78	8		1	129		3	86	13	941	4			48	40	12	13		Maryland
Massachusetts	11	12	388	92	36	201	210	20	1		142	7	3	315	32	1658	19	6	2	241	86	39	22	3	Massachusetts
Michigan	64	11	1334	113	41	1410	329	53			394	16	1	988	92	6938	7		39	474	185	133	36	5	Michigan
Minnesota	8	4	65	1		198	14				43	1		59	11	937		2	2	14	12	5	2		Minnesota
Missouri	9	7	245	33	30	320	56	20			133	3	3	154	4	1759	6	14	4	72	63	15	3		Missouri
Montana	1		1			2										3									Montana
Nebraska	6		77	3	2	143	44	4			42	1		41		734			1	11	9	3			Nebraska
Nevada																									Nevada
N. Hamp.		1	12	4	1	8	1				7			8		55			2	6	3				N. Hamp.
New Jersey																									New Jersey
N. Mexico	2		41	4		61	33				31			8		378				5	2				N. Mexico
N. York	35	13	987	106	107	812	301	91	2		278	2	12	273	24	2046	23	17	3	201	151	63	59	7	New York
N. Carolina	12		182	13	1	307	67	1			172	1		114		2104	7			51	19	1			N. Carolina
N. Dakota	9		159	2	2	341	52	4			89			50	1	1382				15	18	10			N. Dakota
Ohio	6	12	116	16	20	162	40	4	6		52	9	14	90	7	534	4	2	3	28	29	22	11	2	Ohio
Oklahoma	7		210	23	16	367	48	7			151			125	4	2204	3			56	44	13	1		Oklahoma
Oregon	19	3	77	11	4	205	43	5			70	1		78		534	5	2		30	9	9	1		Oregon
Pennsylvania	40	37	810	88	126	1422	434	84		5	664		14	418	78	3560	35			375	199	166	80		Pennsylvania
Rh. Island		1	53	11	4	19	30	5			20			26	2	120	3			21	16	3	3	2	Rh. Island
S. Carolina	1		51	4	3	127	20				47	2		54		904				31	11	2			S. Carolina
S. Dakota	9		46		1	94	15	9			18			19	2	380				9	7	7			S. Dakota
Texas	37	6	422	59	4	947	201	9			382	6		287	30	6295	12	5	3	163	83	12	6		Texas
Utah	9		58		2	78	19			5	24			26	6	252	3			14	12	12	1		Utah
Vermont			143	23	2	44	47	1			21			10		323	3			18	1	4			Vermont
Virginia	2		115	11	3	268	80	12			110			45	9	1097	6			39	36	9	3		Virginia
Washington	36		284	12	16	463	131	22			101	2		180	6	1469	10	2		85	65	36	3		Washington
W. Virginia			3	3	6	11	11	2			3			5	2	101	1			4	6	2		3	W. Virginia
Wisconsin	7	3	104	14	2	134	21	8			40	2		46	2	677	4	2		21	16	9	5	5	Wisconsin
Wyoming	3		53		5	51	15	4			27			2		150				8	6	4			Wyoming
D. of Col.	3		81	22	1	124	33	3			26			58	2	487	2	2	1	20	26	12	3		D. of Col.
Total	730	319	11014	1399	713	16374	4282	644	22	43	6526	114	87	6178	620	68103	304	115	80	3883	2390	1167	534	100	Total

\*November figures. †December figures. ‡New York.

## New Automotive Equipment

This department is devoted to the newest developments in automobile accessories, replacement parts and shop equipment. Its columns are open to manufacturers, who are invited to submit descriptions and illustrations of their latest products.

### G-E METAL MELTING POTS



The General Electric Company, Schenectady, is manufacturing electric melting pots for solder lead, babbitt, and similar alloys. One of the most important features of the electric melting pots, according to G. E. officials, is the ease and certainty with which the temperature of the metal may be controlled, preventing overheating and burning the metal.

The melting pots are strong and simple in construction. The heat-

### PERISCOPE LIQUID METER

The Ripper Brothers Manufacturing Company, Cleveland, is featuring the periscope liquid meter, an instrument designed, according to the company officials, to indicate the exact and positive gallonage of reserve liquids in tanks.

It is claimed to be adaptable and adjustable to any size or shape of tank, regardless of position of tank. The gauge is said to be fool proof, performing in all kinds of weather and climate. It cannot be tampered with, and the absence of complicated mechanism eliminates a periodical adjustment.

ing units of helicoil sheath wire case in iron are located in the pressed steel pot and immersed in the metal being melted, which results in a most efficient application of heat. The walls of the pot are surrounded with several inches of heat insulating material.



## Big Demand Seen For Cotton Linters

Los Angeles, Cal., Feb. 24.—

With the awarding of the contract to the Westland warehouses for the storage of cotton linters by the American Cotton Corporation, it has been revealed that during 1926 Southern California manufacturers will use approximately 40,000 bales of cotton linters in the manufacture of mattress and felt for upholstering purposes.

The American Cotton Corporation, which handles 90 per cent. of the cotton linters used in Southern California, has as one of its biggest buyers the local plant of the Ford Motor Company. It handles 5,000 bales a year for the upholstering of all Ford products of the Coast.

## WILSON AGAIN HEADS WILSON MFG. COMPANY

Moline, Ill., Feb. 24.—E. H. Wilson

was re-elected president and treasurer of the E. H. Wilson Manufacturing Company at the annual stockholders' meeting and other officers continued for the year. W. L. Mueller is vice-president and A. C. Vinton, secretary. The company's prospects are very encouraging with contracts signed with several auto manufacturers while the company has made extensive entry in the radio cabinet field in which it has established a broad market.

**J.H. NEWMARK, Inc.**  
FISK BUILDING  
150 West 57th Street, New York City  
**AUTOMOTIVE ADVERTISING**



## CAR REGISTRATION STATISTICS

Figures are those of January, 1926. In the cases of Mississippi, Nevada, New Jersey and Tennessee, registration figures are not available at this time.

Kiesel	States	Lincoln	Loco- mobile	Marmion	Moore	Nash	Oakland	Olds- mobile	Overland	Packard	Paige	Peerless	Pierce- Arrow	Rex	Ricken- backer	Star	Stearns- Knight	Stude- baker	Stutz	Vette	Wills St. Claire	Willys- Knight	Miscella- neous	Totals	States	
	Alabama	1		2		35		19	26	11	1		1	4	1	9		24					9	2753	Alabama	
	Arizona	1	1		3	3	7	8	9	1			2	2		43		11				4		487	Arizona	
	Arkansas	2				11	13	16	24	2					1	59		17				4		1305	Arkansas	
9	California	60	21	49	59	541	386	224	357	176	16	48	62	42	58	562	7	688	11	25	8	166	151	18531	California	
	Colorado	3	1		1	30	8	14	27	8	1	2	6	2	10	76		35		4		10	7	1030	Colorado	
5	Connecticut	6	7	9	5	69	71	33	98	46	4	4	15	17	4	23	4	100	3	7	1	33	59	2510	Connecticut	
	Delaware	1				6	16	2	33	3				1		5		11			2	2		540	Delaware	
7	Florida	63	9	13	9	209	71	47	170	74	3	4	21	13	14	45	1	271	1	4	10	105	23	5667	Florida	
1	Georgia	12				52	15	18	23	25				3	4	30	2	55			3	11	5	3643	Georgia	
	Idaho	1				7	17	7	23	1					1	37		10				4	5	478	Idaho	
43	Illinois	116	44	33	52	548	331	191	778	212	38	71	37	122	64	300	12	527	13	46	26	334	82	14274	Illinois	
4	Indiana	4		7	5	93	75	99	315	13	3	3	1	13	5	47		113	1	2		41	7	4695	Indiana	
4	Iowa	7			4	86	42	66	419	18	5	7		18	11	160	1	127	1	23	3	45	9	8464	Iowa	
	Kansas	1				7	20	2	25			1			1	36		21		1		3		881	Kansas	
	Kentucky	2	1		2	15	6	8	37	7	2			2		13		27	1			3	1	1137	Kentucky	
	Louisiana	5		1	2	67	16	17	49	15			4	6	1	42		52				30	8	3038	Louisiana	
	Maine			1	1	30	6	12	29	1		1	1	5				15		1		3	1	552	Maine	
	Maryland	3	6	6	1	52	19	24	92	14	1	21	2	5	8	53		58		5		23	22	2343	Maryland	
3	Massachusetts	12	13	16	5	169	53	48	122	52	8	19	20	50	12	37	6	124	7	24	6	55	88	4492	Massachusetts	
5	Michigan	52	2	17	5	308	367	239	610	70	17	18	8	60	31	278	6	262			1	9	77	25	15125	Michigan
	Minnesota	1				18	35	16	116	3			2		3	27		14		3		15	3	1634	Minnesota	
	Missouri	20		5	15	58	50	32	88	19		7	8	9	3	51	1	56				28	14	3418	Missouri	
	Montana								1															8	Montana	
	Nebraska	4		1	1	21	4	10	47	7				1	3		30		14		1	7	1	1273	Nebraska	
	Nevada																									Nevada
	N. Hamp.			1		2	2		5	1							2		2				2	1	126	N. Hamp.
	New Jersey																									New Jersey
	N. Mexico					1		9	2	2							30		19				1	4	635	N. Mexico
7	New York	15	8	19	7	427	210	106	250	75	9	46	23	29	20	132	4	230	1	13	8	52	32	7339	New York	
	N. Carolina	1	1	2		42	17	23	40	12			5			52		24				6		3277	N. Carolina	
	N. Dakota			1		25	27	64	165							56		36				11	3	2522	N. Dakota	
2	Ohio	8	1		4	60	32	44	78	14	1	9	4	7	6	17	2	41		5	3	15	6	1546	Ohio	
	Oklahoma	3		2	1	67	49	17	75	8	1		6	7	3	67		49				13	10	3657	Oklahoma	
	Oregon		1	1	1	24	21	54	54	7				3	5	48	1	32				6		1364	Oregon	
	Pennsylvania	19	21	19	20	367	297	168	438	121	17	64	27	33	47	341		357	8	18	14	121	137	11269	Pennsylvania	
2	Rh. Island	1	2	3	8	17	7	9	15	11	1	1	2	4	1	3	1	21		2	1	5	15	469	Rh. Island	
	S. Carolina					11	3	5	9	2						19		20		1		4		1319	S. Carolina	
	S. Dakota					8	12	22	45	2				2		22		14				2	1	746	S. Dakota	
	Texas	4	3	2	7	93	57	41	190	34		6	14	18	7	181		154		3		36	9	9858	Texas	
	Utah			1	6	28	6	31	25	3				4	3	34		22				11	4	699	Utah	
	Vermont			1		19	17	9	10	14			2	3	1	2		14				4	1	737	Vermont	
	Virginia	1		1	1	36	16	11	37	14		2	2	7	2	44		49			1	16	3	2088	Virginia	
	Wash'ton	6	1	6	3	72	100	102	148	33	3		2	4	3	98	1	132		10	1	71	20	3739	Wash'ton	
3	W. Virginia					2	6	1	2							4		5				2	2	187	W. Virginia	
5	Wisconsin	4			1	43	16	23	79	8	2	1	2	3	1	26		14				23	21	1389	Wisconsin	
	Wyoming					19	14	23	13						3	13			9			6		428	Wyoming	
	Dis. of Col.	10		2	1	39	19	14	18	21	2	4	2	3	4	4	1	26		2	2	20	1	1101	Dis. of Col.	
100	Total	449	143	221	231	3838	2556	1928	5216	1160	135	347	280	505	337	3158	50	3923	56	201	98	1449	781	152,773	Total	

es. \$New York state, except the metropolitan district.

Seen  
inters

Feb. 24.—  
e contract  
uses for the  
s by the  
oration, it  
uring 1926  
ufacturers  
0,000 bales  
manufac-  
for uphol-

DS  
COMPANY

E. H. Wil-  
sident and  
H. Wilson  
y at the  
eeting and  
ed for the  
vice-presi-  
secretary.  
s are very  
acts signed  
ufacturers  
made ex-  
dio cabinet  
ablished a

## OREGON'S HIGHWAY SYSTEM CAUSE OF MOTIVE GROWTH

Portland, Ore., Feb. 24 (U. T. P. S.).—With the development of the highway system of Oregon, both by the state and the counties, the use of the motor car has increased almost ten-fold during the last ten years, registrations on December 1, 1925, totaling 214,849 machines, as compared with 23,858 in 1915.

Economically the most important development in the motor transportation system of the state is the increased use of trucks for freight hauling and motor buses for passenger carrying, both fields showing a marked increase in volume of business.

By far the greatest volume of freight is handled by privately owned trucks, carrying the produce of the owner, such as the vegetable farmer, the small manufacturer, and, in a few cases, the larger manufacturers who have chain stores through the state.

In the Willamette Valley, and, in fact, in all western Oregon, the road system is so developed that every district is tapped by roads on which trucks or buses operate.

In addition to the large fleets of trucks operated by owners of farms and factories, several lines are operating between towns and cities on regular schedules. The number of such trucks operated under the public service commission act was 250 during 1925, while 1,500 trucks were registered with the commis-

sion for service whenever the cargo was available.

A survey shows that competition between railroads and freight-carrying trucks is not serious in long hauls but does exist on the short hauls between the neighboring cities. However, the shipper who sends a small amount of freight is benefited by the truck operator who handled his small lot of freight through a variety of delivery points at the terminal.

Importance of the motor bus in Oregon as a part of the motor transportation system is best appreciated by stating that in 1924 the buses carried 2,700,000 passengers. Eighteen lines were operated out of Portland by seventeen companies, serving the nearby towns, suburban communities, as well as lines to more distant points. One of them operated from Portland to Seattle and from Portland to San Francisco.

The value of the motor bus has been realized by rail lines, and last year the Spokane, Portland & Seattle Railroad purchased the line of buses operated between Portland and Seaside, and now runs the buses in conjunction with the company's regular train service.

For intra-city and interurban transportation the Portland Electric Power Company has acquired a fleet of the most modern buses, fifteen being purchased during 1925 for city operation at a cost of \$130,000.

Minneapolis, Minn., Feb. 24 (U. T. P. S.).—The Minneapolis branch of the Stromberg Motor Devices Company, will occupy a building with 14,000 square feet of floor space to be erected at Laurel Avenue and 16th Street to cost \$70,000.

## Pickwick Stages Co. to Buy Arizona Bus Lines

Tucson, Ariz., Feb. 24 (U. T. P. S.).—All bus lines now operating in Arizona will be taken over in a few weeks by the Pickwick Stages of Arizona, according to an announcement by Charles F. Wrenn, president of the Pickwick Stages, a corporation that runs automobile stages from Vancouver, B. C., to El Paso, Texas.

The company plans to extend its lines through to Dallas, Tex., within the next six months. The deal just announced affects companies operating more than sixty stages at the present time.

## New Truck Concern Formed at Omaha

Omaha, Feb. 24.—The Nebraska Auto and Truck Manufacturing Company of this city, which was purchased from the bondholders of the old Douglas Motor Corporation, will specialize in the manufacture of trucks, according to Louis C. Nash, president.

Randall K. Brown and S. S. Caldwell, also of this city, are the other owners of the new company associated with Nash. Declaring that the development of the truck industry in this section is due to show a big increase Mr. Nash said:

"We hope to help the farmer with his transportation problem with our Douglas truck and our rebuilding department where we can

## Tractor Schools Proving Popular

Peoria, Ill., Feb. 24.—With an enrollment of 150, including a score of army officers, a tractor school is being conducted at the Caterpillar Tractor Company at its East Peoria plant. The school opened on February 16 and ends tomorrow. The army men are studying especially the trucks which will be used for transportation purposes and for armored tanks in war times. Reserve officers from the district are also attending, as well as the company's district representatives and members of the sales force and dealers.

The Advance-Rumley Thresher Company is holding its seventh annual tractor school at its Peoria plant, with 250 attending. Illinois and Missouri "students" are taking the instruction. J. Abrams, vice-president, and George Iverson, advertising manager, are in charge.

I. H. C. TRACTOR SCHOOLS  
Evansville, Ind., Feb. 24.—The local branch factory of the International Harvester Company is planning to continue tractor demonstration schools over a wider area of the tri-state territory. A school will be held at Boonville tomorrow and at Owensville at a later date.

turn an old truck into a new one. Omaha's future is linked with that of the farmers. Roads are being paved and graveled all through the Middle West. Within a radius of seventy-five miles the truck is the coming mode of transportation."

## BUS SERVICE IN FAVOR GENERALLY

### Regulation of Systems Under Fixed Rules Necessary

TOPEKA, Kan., Feb. 24.—All local opposition to the Topeka Railway Company's plan of abandoning electric lines to the suburbs and substituting buses has melted as a result of the fifteen-inch snow that fell here recently.

For 24 hours every electric car was tied up in snow drifts or derailed and every hour of that time the motor buses kept their regular schedule. All the extra buses available were turned out and helped handle the snowbound patrons.

### OPERATORS TO MEET

Waco, Tex., Feb. 24.—That a meeting of state leaders in the bus and truck industry would be called with state officials within the next thirty days for the purpose of working out a system of rates and tariffs was the announcement made here by Lon A. Smith of the State Railroad Commission.

This meeting will be the first ever held in Texas, tending toward state regulation of bus and truck lines. Its outcome will be awaited with intense interest by every one connected with the automotive industry, as well as those aligned with the railroads.

### INTERURBAN LINES TO GO

Rockford, Ill., Feb. 24.—Another act in the development of transportation is about to be enacted here with the abandonment of sixty miles of interurban lines.

As soon as feasible it is the plan of the newly appointed receiver of the Rockford and Interurban lines to discontinue service, after proper application to the Illinois Commerce Commission, and liquidate the assets of the company. The west route passing through Winnebago and Pecatonica with terminals at Freeport, and the north line to Beloit and Janesville, Wis., are the lines affected.

One year ago an independent bus line service was established between this city and Madison, Wis. This firm is known as the Royal Transit Company. E. R. Fitzgerald, general manager, has just announced the addition of two new observation type motor coaches to operate on the Rockford-Beloit-Janesville-Madison route.

### COMMISSION REVERSED

Springfield, Ill., Feb. 24.—Motor bus lines throughout the state of Illinois may be materially affected by a decision of the State Supreme Court in the case of the Superior Motor Bus Company against the Community Motor Bus Company, on appeal from the Circuit Court in St. Clair county. In the opinion the Supreme Court holds that the Illinois Commerce Commission should not grant permission for a bus line to operate over a route which is already efficiently served by another line.

### AUTO BEARINGS ONLY

WACO, TEX., Feb. 24.—J. H. Sellman of this city has just opened a motor bearing shop, the first establishment to be devoted exclusively to the sale and installation of auto bearings in Waco.

# WISE

## ACORN NUTS

**BETTER—  
—COST LESS.**

WRITE FOR SAMPLES

**WISE INDUSTRIES**  
1033-43 Mt. Elliott  
DETROIT, MICH.



# Automotive Daily News

"Of, By and For the Entire Automotive Industry"

Published Every Day Except Saturday and Sunday by  
AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,  
25 City Hall Place, New York, N. Y.

DETROIT BUREAU, 2-144 GENERAL MOTORS BUILDING. EMPIRE 3500

Entered as second-class matter August 27, 1925, at the post office at New York, N. Y., under the Act of March 3, 1879.

O. J. Elder, President; George M. Slocum, Vice-President; G. L. Harrington, Treasurer; Alexander Johnston, Secretary.

THURSDAY, FEBRUARY 25, 1926

Advertising Headquarters—1926 Broadway, New York, N. Y. Telephone Trafalgar 4500.  
Harry A. Tarantous, Advertising Manager, George M. Slocum, Manager Detroit Bureau, General Motors Building, Detroit, Mich. C. H. Shattuck, Western Manager, 168 North Michigan Ave., phone Central 5936, Chicago, Ill. Metz B. Hayes, New England Manager, Little Building, Boston, Mass. Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal. Lincoln Building, Los Angeles, Cal.; 1037 Henry Building, Seattle, Wash.

Address ALL advertising correspondence for New York office to 1926 Broadway, New York City.

Editorial Department—25 City Hall Place, New York, N. Y.  
Telephone Franklin 3900.

Alexander Johnston, Editor, Conrad J. Alexander, News Editor; Walter Boynton, Editor Detroit Bureau, Detroit, Mich. Contributing Editors: John C. Wetmore, Clyde Jennings.

## SUBSCRIPTION RATES

United States and Possessions and Canada: One year, \$12.00. Six months, \$6.00.  
Single copies, 10 cents.

Foreign subscriptions: One year, \$15.00. Six months, \$7.50.

Copyright, 1926, Automotive Daily News Publishing Corporation.

## Bringing Rubber Down

**S**ELDOM has a conservation campaign yielded the immediate results that have been achieved by Secretary Hoover's rubber saving drive. The campaign is scarcely a month old and yet the price of crude rubber has tumbled from \$1.25 to fifty odd cents, we hesitate to quote exactly because price movements in this field are so rapid.

There is little question that the deciding factor in bringing rubber to terms has been conservation. There is no heavy reserve to draw upon, nor has production been stepped up to account for any such reduction in price. For weeks this condition has been presaged by reviews of the tire business in various sections of the country, as these have appeared in the columns of the Automotive Daily News. Tire dealers have reported "sales fair, but repair work heaviest that we ever have known it." The obvious answer was practical conservation. It has long been obvious that the average car owner did not get all out of his tires that they were capable of yielding in the matter of mileage. In the long run this conservation campaign, founded on stern necessity, will prove to the advantage of American car owners. Some day they will have to learn the same lesson as regards the fuel they burn—but that is another story.

*In one respect we must be careful, and that is not to let the conservation issue become dulled in car owners' minds. The temptation is going to be, now that we have brought crude rubber down to a reasonable figure, to go back to our old extravagant habits. It is the tire dealer's duty to keep urging the need for conservation on his customers and it is also "up to" the car dealer to impress his clients with the real need for getting every ounce of wear out of their tires. If we get careless again, up will go the price of rubber and we shall have to do it all over. Let's all pull together, SAVE RUBBER ourselves and impress all those with whom we come in contact with the need of SAVING RUBBER.*

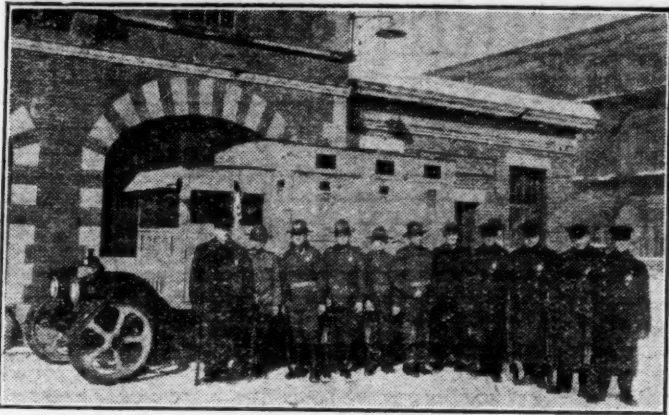
## Survival of the Fittest

**D**URING the twenty-five years that the automobile industry has been a factor in our national life, there have been somewhat over 500 car manufacturers who have started hopefully in business, and after abiding their brief hour have passed into the limbo of history. In 1919 there were nearly 150 manufacturers in production on passenger cars to a greater or less extent. In 1922 this number had shrunk to about ninety makers, and in 1923 the total had dwindled to sixty-six builders. The 1924 show indicated that there were still fifty-seven manufacturers struggling along and the national shows just passed saw fewer than fifty makers of passenger cars still in the ring.

This is the experience of any industry which enjoys rapid growth and provides the public with a keenly desired product. The early expansion of company units is brought about by the desire of manufacturers to get into an obviously popular field. During the period of boom growth a great many companies get along well enough, but after the shaking down process sets in those organizations which lack a product of real merit fall by the way.

*It has often been said that the automobile industry will eventually simmer down to half a dozen companies. We doubt it. The motor car is too individual a possession to permit of quite such standardization. The smaller company with reasonable resources and a noteworthy product should always find a market for its goods. But the mushroom days in automobile building are decidedly gone forever.*

**B**ANDITS ARE BYGONES with the General Electric Company of Schenectady, N. Y., which recently placed the armored White truck, shown below, in service between the city banks and its plant to carry the weekly payroll. This is the first car of its kind to appear in Schenectady. It is said to be 100 per cent. bullet proof and embodies the best modern protective devices.



## CHRYSLER OUTLINES FINANCE PLAN

### Details of Wholesale Arrangements Given As Aid to Dealers

Detroit, Feb. 24.—Details of the factory wholesale financing plan of the Chrysler Sales Corporation for use of distributors and dealers who need such accommodation in addition to their present facilities are announced as follows:—

#### Insurance

Insurance is effective as soon as cars are driven from the factory or delivered by the transportation company, and expires immediately the time draft is paid. Financed cars should not be included under insurance policies carried by distributors or dealers on cars owned.

#### Maximum Time Extended

Time drafts covering the amount financed may be drawn at the distributor's or dealer's option for a maximum of six (6) months. It is important that drafts be drawn for as long a time, up to six months, as the distributor or dealer believes necessary, inasmuch as time drafts positively must be paid prior to or at maturity.

#### Rebates for Anticipation

When time drafts are paid before maturity the financing charge will be figured only for the actual time used, with a minimum charge of 1 per cent. Rebates are figured from the day prepayment in full is received by the Chrysler Corporation on a given car, and checks for rebates, if any, will be mailed direct to the distributor or dealer as each car is paid for in full. This means that charge is made for the exact number of days the accommodation is used, the minimum charge being 1 per cent.

#### How to Secure Accommodations

The distributor or dealer desiring accommodations will make out and send to the Chrysler Corporation a financial statement as of the date submitted, on the form attached. If investigation proves satisfactory, the company will immediately place a line of credit at the distributor's or dealer's disposal and shipments can be made under the plan desired.

Dealers operating under agreements with distributors must make their application for accommodations under the plan, through their distributor.

#### Details of Operation

Cars may be shipped by freight or driven (a) from the factory to distributor, or (b) from the factory to dealer. On finance plan, freight shipments from the factory—time drafts will accompany bills of lading to the distributor's or dealer's

bank. The bank will be instructed to release the bill of lading on floor plan shipments upon payment of the down payment and proper signing of the time drafts and trust receipts; on warehouse plan, shipments upon payment of the down payment, the signing of the time drafts and receipt of individual warehouse receipts—one for each car. Drive-aways from the factory will be released at the factory upon payment of the down payment and the signing of the time drafts and trust receipts.

#### Payments of Time Drafts

Floor plan time drafts covering shipments or deliveries from the factory will be held and distributors and dealers properly notified to make payments direct to the company. In order to facilitate deliveries, warehouse plan time drafts, with warehouse receipts attached, will be returned to the distributor's or dealer's bank for collection. Maturity notices will be mailed ten days in advance of maturity date and payments must be made promptly and properly; all bank exchange and collection charges are to be paid by the distributor or dealer.

#### Checking of Cars

At least once a month the distributor or dealer having trust cars in stock will be visited by a Chrysler representative, who will be required to make a physical check of all floor plan trust cars by model, type and serial number, and report back to the company.

## Argentine Sales Set New Record

Washington, Feb. 24.—Argentina enjoyed an unprecedented record for automobile sales in 1925, the automotive division of the Department of Commerce was advised today.

December was the peak month, 7,449 passenger cars and 937 trucks being imported, of which 7,225 cars and 911 trucks were shipped from the United States. During the year approximately 55,000 cars were imported, as compared with 35,000 in 1924.

"But little competition is met by American cars," the report states. "Less than 4 per cent. of the imported cars were European and most of them were Italian and French makes. Although the demand for medium-priced and expensive cars has considerably increased during the past year, Argentina continues to be a low price market."

Probably 80 per cent. or more of the sales in 1925, it is explained, were among cars listed in the United States at less than \$1,000. Imports of trucks during 1925 showed a heavy increase over those for 1924, there being 8,066 trucks received as compared with 4,675 in 1924.

Less than 3 per cent. of the imported trucks were of European origin, the rest coming from the United States. Nearly the entire number of trucks received during the year were of the light type, the report states.

## Protest Longer Time Payments

Portland, Ore., Feb. 24 (U. T. P. S.).—The Portland Automobile Dealers' Association at their regular monthly meeting of the dealer group adopted unanimously the resolution of a number of Eastern dealers restricting the financing of automobile sales to a sound and reasonable basic practice.

This provides the acceptance of at least one-third down, or slightly over 30 per cent., and with the understanding that the limit on deferred payments will be eighteen months, but not beyond.

Complete and detailed investigation of credits before the extension of the accommodations of time purchase of cars will be one further result of the new program.

#### PHILLIPS BACK ON JOB

Salem, Ore., Feb. 24.—W. L. Phillips, manager of the Valley Motor Company, Salem Ford distributor, has just returned to his desk, after an attack of influenza.

## Coming Automotive Events

### FEBRUARY

- 15-Mar. 15—Copenhagen, Denmark. Twenty-sixth Annual Automobile and Motorcycle Show.
- 20-27—St. Louis, Mo. Automobile Show. Robert E. Lee, manager.
- 20-27—Hartford, Conn. Automobile Show. Arthur Fifoot, manager.
- 20-27—Los Angeles, Automobile Show.
- 20-27—Albany, N. Y. Annual Automobile Show.
- 20-27—Seattle, Wash. Automobile Show.
- 20-27—Erie, Pa. Annual Automobile Show.
- 21—Canton, O. Automobile Show.
- 21-23—Omaha, Automobile Show.
- 22-27—Wilkes-Barre, Pa. Twenty-first Automobile Show.
- 22-27—Grand Rapids, Mich. Automobile Show. M. D. Elgin, manager.
- 22-28—Portland, Me. Fourteenth Annual Automobile Show. H. B. Chandler, manager.
- 23-26—Mankato, Minn. Automobile Show.
- 24-27—Rochester, Pa. Beaver County Automobile Show.
- 24-27—Eugene, Ore. Annual Automobile Show.
- 25-26—Montgomery, Ala. Alabama Automotive Trades Association, eleventh annual meeting.
- 26—Huntington, Pa. Automotive Association merchandising meeting.
- 27-Mar. 6—Red Bank, N. J. Monmouth County Automobile Show.
- 27-Mar. 6—Johnstown, Pa. Automobile Show.
- 27-Mar. 6—Allentown, Pa. Automobile Show.

### MARCH

- 1-3—Springfield, Ill. Illinois Automotive Trade Association, annual convention.
- 1-6—Springfield, Mass. Eleventh Annual Automobile Show. H. W. Stacy, manager.
- 1-6—Evansville, Ind. Fourteenth Annual Show.
- 1-6—Wilmington, Del. Eleventh Annual Show.
- 1-6—Hackensack, N. J. Automobile Show.
- 3—Sioux City, Ia. Annual Automobile Show.
- 4-6—Bismarck, N. Dak. Automobile Show.
- 5—Springfield, Mo. Automotive Equipment Association merchandising meeting.
- 9-12—Ft. Dodge, Ia. Annual Automobile Show.
- 6-13—Boston, Mass. Automobile Show. C. I. Campbell, manager.
- 6-14—Fort Worth, Tex. Automobile Show.
- 7-13—Bethlehem, Pa. Automobile Show. J. L. Elliott, manager.
- 10-13—Saginaw, Mich. Annual Automobile Show.
- 11-13—Edmonton, Alberta. Automobile Show.
- 12-13—Mandan, N. Dak. Automobile Show.
- 12-18—Oklahoma City, Okla. Automotive Equipment Association merchandising meeting.
- 17-18—Winston-Salem, N. C. North Carolina Automotive Trades Association annual convention.
- 18—Winston-Salem, N. C. National Automobile Dealers' Association Sales Congress.
- 23-25—Washington, D. C. National Conference on Street and Highway Safety.
- 24-27—Bridgeport, Conn. Automobile Show.
- 28-Apr. 2—Detroit, Mich. Second Annual Motor Bus Show.



# Financial News of the Automotive Industry

## HAYES WHEEL '25 NET \$1,719,005

Compares With \$715,264 in 1924; Assets Show Large Increase

NEW YORK, Feb. 24.—The Hayes Wheel Company earned in the year ended December 31, 1925, a net profit of \$1,719,005 after charges and Federal taxes, equivalent after preferred dividends to \$8.02 earned on 197,044 outstanding shares of no par common stock. This compares with \$715,264, or \$3.16 a share, in 1924.

C. B. Hayes, president, says in his remarks to stockholders: "The company finished the year in excellent financial condition, with current assets of \$5,618,066, including \$2,503,972 cash, against \$1,011,479 of current liabilities, a ratio of 5.5 to 1. First mortgage bonds were reduced from \$960,500 to \$559,100 and the entire amount was retired on February 1. There were also retired 1,984 shares of preferred, reducing the amount outstanding to \$1,639,800, which constitutes the only obligation ranking ahead of the common."

## Crude Oil Output Shows Slight Gain

New York, Feb. 24.—Production of crude oil in the United States last week showed little change from the previous week, according to figures compiled by the American Petroleum Institute. Daily average production amounted to 1,902,750 barrels, a gain of 250 barrels, compared with the total of 1,902,500 barrels reported in the previous week. In the corresponding week last year production averaged 1,947,600 barrels daily.

Various important fields reported sharp declines in output last week, but these losses were offset by gains in other fields. California's output dropped 3,000 barrels in daily average, while Wyoming was off 1,550 barrels. Montana reported an increase of 2,550 barrels, Oklahoma 1,000, Kansas 1,350, and North Louisiana 1,200 barrels. Other changes generally were unimportant.

## Chandler-Cleveland Stock Is Deposited

Cleveland, Feb. 24.—There have been deposited 252,206 shares of Chandler Motor Car Company stock out of 280,000 shares issued and 265,115 shares of the 280,000 issued shares of the Cleveland Automobile Company, under the plan for the merger of the two companies.

## Figures Tell Story of G. M. Growth

Net sales, net income, amount paid in dividends and the amount reinvested in the business since the beginning of General Motors are shown in the following table:

Years Ended	Net Sales	Net Income	Preferred Dividends	Balance Available for Common	Cash Dividends Paid on Common	Income Reinvested in the Business
1905	\$28,029,875	\$8,114,494	\$417,621	\$8,696,877	—	\$8,696,877
1910	49,430,179	19,225,367	842,947	9,882,420	—	9,882,420
1911	42,733,303	3,316,251	842,074	2,474,177	—	2,474,177
1912	64,744,496	3,896,293	1,040,211	2,856,082	—	2,856,082
1913	85,603,920	7,459,471	1,048,534	6,410,937	—	6,410,937
1914	85,373,303	7,249,734	1,048,679	6,201,055	—	6,201,055
1915	94,424,841	14,457,303	1,048,964	13,408,339	—	13,408,339
1916	156,900,296	28,789,560	1,048,964	27,740,596	—	27,740,596
1917	172,677,499	24,780,916	1,048,964	23,731,952	—	23,731,952
1918	96,295,741	14,294,482	491,890	13,802,592	—	13,802,592
1919	269,796,829	14,825,630	1,920,467	12,905,163	—	12,905,163
1920	599,676,694	60,005,484	4,212,513	55,792,971	—	55,792,971
1921	567,320,603	37,750,375	5,320,426	32,429,949	—	32,429,949
1922	504,487,243	38,680,770	6,310,010	44,990,760	—	44,990,760
1923	462,706,733	51,496,135	6,429,228	45,066,907	—	45,066,907
1924	698,038,947	62,067,526	6,887,371	55,180,155	—	55,180,155
1925	688,007,459	45,330,888	7,272,637	38,058,251	—	38,058,251
1926	734,692,592	106,484,756	7,639,991	98,844,765	—	98,844,765

TI \$4,992,840,553 \$462,864,299 \$54,971,491 \$407,892,808 \$209,293,072 \$1,311,898,599,736  
Notes: General Motors Corporation was incorporated October 13, 1916, succeeding General Motors Company, organized September 16, 1908. \*Fiscal year ended October 1. †10 months ended July 31, 1911. ‡Years 1912-1917, inclusive, are fiscal years ended July 31. §6 months—August 1 to December 31, 1917. \*Deficit.

## Gabriel Snubber Co. Votes Extra Dividend

New York, Feb. 24.—Directors of the Gabriel Snubber Company have declared an extra dividend of 62½ cents a share in addition to the regular quarterly disbursement of the same amount. Both are payable April 1 to stock of record March 15.

## Timken Axle Shows Big Profit in '25

Detroit, Feb. 24.—The Timken-Detroit Axle Company reports for the year ended December 31, 1925, a net profit of \$1,382,065 after taxes and depreciation. This is equivalent after allowing for preferred dividends, to \$1.31 a share on 823,920 shares of \$10 par common stock and compares with a net loss of \$203,319 in 1924.

The balance sheet as of December 31, 1925, follows:

Assets: Cash, \$1,251,752; 4 per cent. demand certificates on deposit, etc., \$1,019,863; notes and accounts receivable, \$1,280,531; inventories, \$4,283,156; investments, \$1,229,139; other assets, \$403,049; land, buildings, machinery, equipment, etc., less depreciation, \$5,900,869; dies, jigs, fixtures and patterns, \$1; good will and patents, \$1; deferred charges, \$147,268; total, \$15,515,734.

Liabilities: Accounts payable, \$944,258; Federal taxes, \$135,000; reserves, \$121,586; 7 per cent. preferred stock, \$4,307,100; common stock (par \$10), \$8,239,200; surplus, \$1,768,590; total \$15,515,734.

## Paige-Detroit Has \$16,347,842 Assets

Detroit, Feb. 24.—Total assets of the Paige-Detroit Motor Car Company as of December 31, 1925, stood at \$16,347,842, against \$15,337,817 on December 31, 1924. The balance sheet shows:

ASSETS	1925.	1924.
R. est. blds. eqpt.	\$6,194,104	\$5,540,716
Cash	1,358,469	860,637
Collection drafts	383,942	765,261
Notes receivable	292,419	445,456
Marketable securities	715,995	55,573
Accounts receivable	659,386	845,540
Sundries receivable	228,021	—
Inventories	5,579,743	5,985,732
Investments	161,059	283,529
Prepaid exp.	577,095	472,836
Pf. stk. purch. redemp.	190,609	81,447
Total	\$16,347,842	\$15,337,817

LIABILITIES

1925.	1924.
Preferred stock	\$2,195,800
Common stock	\$9,001,201
Gold notes	1,000,000
Accts. & notes payable	3,995,253
Dividends payable	342,839
Accrued accounts	560,625
Reserves	152,124
Surplus	152,124
Total	\$16,347,842

\*After depreciation. †Represented by 676,474 no par shares.

## Index Shows Increase In Factory Shipments

Detroit, Feb. 24.—The index of a leading motor car company for retail deliveries in the three weeks ended February 13, 1926, declined to 285 from 307 a week earlier, but for the corresponding period in 1925 was 172.

## RANGE OF AUTOMOTIVE STOCKS

Previous, 1926		NEW YORK STOCK EXCHANGE		Sales		High	Low	Close	Net Change
High	Low	Div.							
18 1/2	16	—	Advance Rumely	600	16 1/2	16 1/2	16 1/2	16 1/2	—
53 1/2	55 1/2	3	Advance Rumely pf.	500	58 1/2	58 1/2	58 1/2	58 1/2	—
33 1/2	35 1/2	—	Alfa Romeo	2,900	33 1/2	33 1/2	33 1/2	33 1/2	—
94 1/2	88 1/2	6	Allis-Chalmers	700	89	88 1/2	88 1/2	88 1/2	—
34 1/2	28 1/2	—	Am. Bosch Magneto	400	28 1/2	28 1/2	28 1/2	28 1/2	—
15 1/2	12 1/2	1	Am-La France	200	14 1/2	14 1/2	14 1/2	14 1/2	—
37 1/2	32 1/2	3	Briggs Mfg. Co.	4,100	34 1/2	34 1/2	34 1/2	34 1/2	—
54 1/2	46 1/2	—	Chrysler Corp.	9,300	48 1/2	47 1/2	47 1/2	47 1/2	—
13 1/2	11 1/2	—	Continental Motors	3,500	12 1/2	11 1/2	11 1/2	11 1/2	—
47 1/2	40 1/2	80	Dodge Bros. A.	6,800	42 1/2	41 1/2	41 1/2	41 1/2	—
88 1/2	85 1/2	7	Dodge Bros. pf.	700	87 1/2	86 1/2	86 1/2	86 1/2	—
32 1/2	26 1/2	2	Eaton Axle & Spring	3,900	31 1/2	30	30	30	—
79 1/2	73 1/2	—	Electric Stor. Battery	2,500	72 1/2	72 1/2	72 1/2	72 1/2	—
82 1/2	76 1/2	6.50	Electric Auto-Lite	700	78 1/2	78 1/2	78 1/2	78 1/2	—
4 1/2	2 1/2	—	Emerson-Brant pf.	1,100	2 1/2	2 1/2	2 1/2	2 1/2	—
24 1/2	19 1/2	—	Fifth Ave. Bus.	500	14 1/2	14 1/2	14 1/2	14 1/2	—
105 1/2	93 1/2	5	Fisher Body	1,400	99	97 1/2	97 1/2	97 1/2	—
26 1/2	21 1/2	—	Fisk Rubber	2,200	22 1/2	21 1/2	21 1/2	21 1/2	—
115 1/2	110 1/2	7	Fisk Rubber 1st pf.	900	112 1/2	111 1/2	111 1/2	111 1/2	—
42 1/2	37 1/2	3.75	Gabriel Snubber	3,700	40 1/2	39 1/2	39 1/2	39 1/2	—
131 1/2	115 1/2	12	General Motors	41,400	127 1/2	124 1/2	124 1/2	124 1/2	—
115 1/2	111 1/2	7	General Motors pf.	100	115 1/2	115 1/2	115 1/2	115 1/2	—
25 1/2	23 1/2	2	Glidden Co.	1,100	23 1/2	23 1/2	23 1/2	23 1/2	—
70 1/2	65 1/2	4	Goodrich	2,300	64 1/2	63 1/2	63 1/2	63 1/2	—
109 1/2	101 1/2	7.50	Goodyear T. & R. pf.	300	107 1/2	107 1/2	107 1/2	107 1/2	—
46 1/2	42 1/2	—	Hayes Wheel	500	42 1/2	42 1/2	42 1/2	42 1/2	—
123 1/2	106 1/2	3	Hudson Motor Car	39,100	118 1/2	116 1/2	116 1/2	116 1/2	—
28 1/2	24 1/2	1	Hupp Motor Car	2,900	25 1/2	24 1/2	24 1/2	24 1/2	—
24 1/2	18 1/2	—	Indian Motorcycle	300	23 1/2	23 1/2	23 1/2	23 1/2	—
66 1/2	46 1/2	3	Jordan Motor Car	20,500	65 1/2	62 1/2	62 1/2	62 1/2	—
21 1/2	17 1/2	—	Kelly-Springfield	600	19 1/2	18 1/2	18 1/2	18 1/2	—
126 1/2	109 1/2	—	Kelsey Wheel	100	116 1/2	116 1/2	116 1/2	116 1/2	—
2 1/2	1 1/2	—	Keystone T. & R.	400	1 1/2	1 1/2	1 1/2	1 1/2	—
14 1/2	12 1/2	—	Lee Rubber & Tire	500	12 1/2	12 1/2	12 1/2	12 1/2	—
159 1/2	135 1/2	6	Mack Trucks	7,100	137 1/2	135 1/2	135 1/2	135 1/2	—
21 1/2	19 1/2	2	Martin Parry	200	20	20	20	20	—
37 1/2	31 1/2	3	Moon Motors	2,500	35 1/2	34 1/2	34 1/2	34 1/2	—
33 1/2	30 1/2	3.60	Motorometer A.	2,500	49 1/2	47 1/2	47 1/2	47 1/2	—
33 1/2	30 1/2	2.30	Motor Wheel Corp.	1,300	32 1/2	32 1/2	32 1/2	32 1/2	—
19 1/2	16 1/2	—	Mullins Body	100	17 1/2	17 1/2	17 1/2	17 1/2	—
15 1/2	10 1/2	—	Murray Body	2,300	15 1/2	15 1/2	15 1/2	15 1/2	—
64 1/2	62 1/2	—	Nash Motors	22,600	66 1/2	62 1/2	62 1/2	62 1/2	—
42 1/2	37 1/2	—	Omnibus Corp.	12,500	37 1/2	37 1/2	37 1/2	37 1/2	—
23 1/2	21 1/2	—	Packard Motor Car	2,100	39 1/2	38 1/2	38 1/2	38 1/2	—
28 1/2	22 1/2	1.80	Paige-Detroit Motor	1,400	24 1/2	24 1/2	24 1/2	24 1/2	—
43 1/2	35 1/2	—	Pierce-Arrow	4,400	37 1/2	35 1/2	35 1/2	35 1/2	—
108 1/2	94 1/2	—	Pierce-Arrow pf.	200	102 1/2	101 1/2	101 1/2	101 1/2	—
10 1/2	8 1/2	—	Reynolds Spring	300	8 1/2	8 1/2	8 1/2	8 1/2	—
31 1/2	25 1/2	—	Spicer Mfg. Co.	400	28 1/2	28 1/2	28 1/2	28 1/2	—
77 1/2	72 1/2	6	Stewart-Warner Speed	3,400	86 1/2	84 1/2	84 1/2	84 1/2	—
77 1/2	72 1/2	6	Stromberg Carburetor	200	73 1/2	72 1/2	72 1/2	72 1/2	—
61 1/2	55 1/2	6	Studebaker Co.	69,600	61 1/2	58 1/2	58 1/2	58 1/2	—
88 1/2	77 1/2	—	U. S. Rubber	19,600	79 1/2	77 1/2	77 1/2	77 1/2	—
56 1/2	52 1/2	4	Timken Roller Hear.	5,300	53 1/2	52 1/2	52 1/2	52 1/2	—
169 1/2	106 1/2	8	U. S. Rubber 1st pf.	400	107 1/2	106 1/2	106 1/2	106 1/2	—
99 1/2	75 1/2	—	Ward Motor	3,800	85 1/2	84 1/2	84 1/2	84 1/2	—
34 1/2	28 1/2	—	Willis-Overland	8,800	31 1/2	30 1/2	30 1/2	30 1/2	—
99 1/2	91 1/2	7	Willis-Overland pf.	900	98 1/2	97 1/2	97 1/2	97 1/2	—
32 1/2	28 1/2	25	Yellow C. & T. B.	2,000	31 1/2	31 1/2	31 1/2	31 1/2	—
96 1/2	92 1/2	1.75	Yellow C. & T. pf.	200	95 1/2	95 1/2	95 1/2	95 1/2	—

NEW YORK CURB MARKET					CHICAGO				
Sales	High	Low	Last	Chge.	Sales	High	Low	Last	
900 Brill Co A. . . . .	47	46 1/2	46 1/2	+ 1/2	4600 Auburn Auto. . . . .	65 1/2	64 1/2	64 1/2	
400 Brill Co B. . . . .	27 1/2	27	27	— 1/2	25 Bendix Corp. . . . .	28 1/2	28 1/2	28 1/2	
1000 Cleve. Auto. . . . .	25 1/2	25 1/2	25 1/2	— 1/2	1100 Auburn rts. . . . .	49 1/2	49 1/2	49 1/2	
1000 Durant Mot. . . . .	10 1/2	10 1/2	10 1/2	— 1/2	500 Cal. Vel. Cab. . . . .	12 1/2	12 1/2	12 1/2	
300 Fagel Mot. . . . .	7 3/4	7 3/4	7 3/4	+ 1/2	150 Hupp Motor . . . . .	25 1/2	25	25	
100 Fed Motor T. . . . .	44 1/2	44 1/2	44 1/2	+ 1/2	1300 Omnibus . . . . .	21 1/2	21	21 1/2	
10 Firestone pf. 99 1/2	99 1/2	99 1/2	99 1/2	— 1/2	2500 Stewart-Warner. . . . .	86 1/2	84	84	
200 Fisk 1st pf. 109 1/2	109 1/2	109 1/2	109 1/2	+ 1/2	615 Yel. C. & T. B. . . . .	31 1/2	31	31	
20 Ford Can. . . . .	610	610	610	— 1					
3000 Goodyear . . . . .	35 1/2	34 1/2	35 1/2	— 1/2					
2000 Miller R. pf. 10 1/2	10 1/2	10 1/2	10 1/2	— 1/2					
800 Rev Motor. . . . .	7 1/2	7 1/2	7 1/2	+ 1/2					
800 Rickbacker . . . . .	7 1/2	7 1/2	7 1/2	+ 1/2					
100 Stand Mot. . . . .	2 1/2	2 1/2	2 1/2	— 1/2					
100 Split R E. . . . .	40	40	40	— 1/2					
100 Stutz Motor. . . . .	32 1/2	30 1/2	30 1/2	— 1 1/2					
100 Timken D A . . . . .	11	11	11	— 1/2					
800 U S L & H 22 1/2	22 1/2	22 1/2	22 1/2	+ 1/2					
300 U S L & H pf. . . . .	6 1/2	6 1/2	6 1/2	— 1/2					
100 U S R Rec. . . . .	18 1/2	18 1/2	18 1/2	+ 1/2					
100 Yel Tax NY 10 1/2	10 1/2	10 1/2	10 1/2	— 1/2					

DETROIT				
Sales	High	Low	Last	Chge.
200 C G Spring. . . . .	11 1/2	11 1/2	11 1/2	— 1/2
325 Federal M Truck. . . . .	45	45	45	— 1/2
500 Motor Wheel . . . . .	32 1/2	32 1/2	32 1/2	— 1/2
65 Packard . . . . .	33 1/2	33 1/2	33 1/2	— 1/2
1700 Timken A. . . . .	10 1/2	10 1/2	10 1/2	— 1/2

CLEVELAND				
Sales	High	Low	Last	Chge.
Firestone . . . . .	Bid		Asked	
Firestone 66 pf. . . . .	115		123	
Firestone 70 pf. . . . .	101		101	
Firestone 75 pf. . . . .	98 1/2		99 1/2	
Goodyear . . . . .	35		37	
Peerless . . . . .	28		30	

(The above table shows Tuesday's stock movement, complete.)



# Dealer Activities

## STUTZ DEALERSHIP OPENS IN SPRINGFIELD

Springfield, Mass., Feb. 24.—The H. M. Parker Company is the latest addition to Springfield's automobile dealerships. It has obtained the Stutz franchise in this territory and opened salesrooms this week at 385 Worthington St.

## RETAIL OLDSMOBILE FIRM OPENS IN MEMPHIS

Memphis, Tenn., Feb. 24.—The George S. Danaher Company is a new firm, at 1071 Union Ave., handling retail sales and service of Oldsmobile cars. Mr. Danaher was formerly an automobile sales manager in this territory. Associated in the firm are C. W. Thompson and John T. Watson.

## NEW DEALER IN CARS AND TRUCKS IN LEWISTOWN

Lewistown, Pa., Feb. 24.—The new Montgomery Automobile Company, headed by Robert Montgomery as president and general manager, has launched itself here as local dealer for Chrysler and Marmon cars and Reo, White and Card trucks.

## GARDNER, MASS., DEALER OPENS NEARBY BRANCH

Winchendon, Mass., Feb. 24.—Davis Meaney of Gardner has just opened a branch Hudson-Essex sales and service station here at 122 Grove St. Meaney will continue his Gardner establishment, and opens the Winchendon salesrooms in order to better cover his northern Worcester county territory.

## GETS JORDAN FRANCHISE IN WHITE PLAINS, N. Y.

White Plains, N. Y., Feb. 24.—Richard J. Peters, proprietor of the Depot Plaza Garage, has just taken over the dealership for the Jordan car in this territory and will operate it under the name of the Peters-Jordan Company, with headquarters and salesrooms at 5 Martine Ave. Charles Persina of New York city will be the manager and he will be assisted by William McIntyre. The service department will be conducted at the garage on Orawaupum Street and will be under the direction of Charles Smalley.

ate it under the name of the Peters-Jordan Company, with headquarters and salesrooms at 5 Martine Ave. Charles Persina of New York city will be the manager and he will be assisted by William McIntyre. The service department will be conducted at the garage on Orawaupum Street and will be under the direction of Charles Smalley.

## WILL SELL OVERLANDS IN EAST TOLEDO

Toledo, Feb. 24.—Frank Henninger and Joseph McLain will open an Oldsmobile city dealership about March 1, under the firm name of Henninger & McLain, at 624 Main St., East Toledo.

## Fire Losses

### FIRE IN FORD DEALERSHIP

Kansas City, Feb. 24.—The Starkey-Cooper Motor Company, Moberly, Mo., sustained a fire loss of more than \$10,000 in a blaze which damaged the company's garage and fifteen cars. The company is the Ford dealer in Moberly.

### \$1,000 FIRE IN GARAGE

Cassville, Wis., Feb. 24.—An explosion in a generator of the Finney & Klindt garage in the Prior Building caused a fire which destroyed equipment and stock worth \$1,000.

### CASTING CO. LOSS \$25,000

Peoria, Ill., Feb. 24.—The Peoria Malleable Casting Company suffered \$25,000 fire loss in a blaze which started in the core department and nearly ruined the entire plant. L. E. Robey, president, estimated the loss at \$15,000 to building and \$10,000 to material and equipment.

## Personal Paragraphs

### PEARSON TO BOOST SALES

Milwaukee, Feb. 24. — P. C. Gartley, manager of the factory branch here of Willys-Overland, Inc., announces the appointment of N. H. Pearson, formerly associate automobile editor of the Milwaukee Sentinel, as sales promotion manager of the Milwaukee branch. Mr. Pearson fills the vacancy created by the promotion of C. A. Best to the position of manager of the wholesale department.

### KNAUS AND MASON IN EAST

Portland, Ore., Feb. 24.—Arthur H. Knaus, Ajax sales manager for Wentworth & Irwin, Inc., and W. B. Mason, Nash sales manager for the same company, are now visiting Eastern plants entering into Ajax and Nash production. They plan to be away from Portland for about three weeks.

### GRANGER BACK HOME

San Jose, Cal., Feb. 24.—F. E. Granger, head of the Granger Motor Sales Company here, Willys-Overland dealer, has just returned home after attending the Willys-Overland dealers and distributors' convention held at Toledo. Following the meeting Mr. Granger visited other parts of the East.

## Incorporations

### OHIO

Columbus, O., Feb. 24 (U. T. P. S.).—New automotive concerns incorporated here are:—

Pioneer Body Company, Sidney, \$150,000; to manufacture bodies for automobiles and motor buses; W. P. Anderson, O. F. Wright, V. E. Watkins, H. P. Murray and Wilson Kraft.

Howell Motor Company, Lima, \$30,000; to deal in new and used automobiles, parts and accessories, with place of business at 1053 West Elm St.; Charles L. Ackerman, William H. Howell, Catherine Ackerman, Charles L. Scott and Frances O'Connell.

Miami Chevrolet Company, Wilford, \$15,000; to deal in motor cars, trucks, parts and accessories and operate garage and repair business; E. C. Shumard, Victor Shumard, Sr., Victor D. Shumard, Jr., Thomas Scott and D. E. Shumard.

Keith Motor Company, Cleveland, \$10,000; to buy and sell motor cars, both new and used, and to operate a garage and accessories business; Henry Weiss, Samuel Weiss, Ben Baker, Samuel T. Gaines and Mildred Carlson.

United Rubber Sales Corporation, Columbus, \$50,000; to deal in all kinds of tires and tubes and a full line of accessories and supplies, with place of business at 87 North Fourth St.; J. B. Nonesmacher, C. C. McCandlish, Ernest Cooke, W. A. Downey and R. H. Mitchell.

Oak Motor Sales Company, 472 Mulberry St., East Liverpool, \$10,000; to deal in automobiles, trucks, parts and accessories and operate a garage; J. T. Herbert, R. E. Chambers, S. T. Herbert, J. V. Hughes and F. P. Davis.

National Appliance Company, Cleveland, \$10,000; to manufacture and deal in automobiles, parts and accessories; Lady Huml, 2465 East 147th St., Edna E. Dawson, A. C. Hasse, Thomas Schmidt and Ven Sware.

Cope-Shanks Motor Company, New Philadelphia, \$15,000; to deal in cars, garage and service station at 143 South Broadway; J. H. Cope, Mary E. Cope, R.

parts and accessories and operate a public C. Moore, G. R. Shanks and Mary O. Shanks.

### NEW JERSEY

Trenton, N. J., Feb. 24.—The following concerns have just been chartered here:—

Jordan-Newbury Company, Asbury Park, \$100,000; deal in automobiles and accessories; John C. Cook, Josephine D. Newbury and Leg W. Newbury.

Peerless Garage Company, Inc., Camden, \$50,000; operate garages and deal in accessories; Oscar C. Moore, Martin R. Kaplan and R. West.

Municipal Garage, Inc., Paterson, \$125,000; deal in automobiles; Emanuel M. Morris, Milton C. Kitay and Lillian R. Rodemer.

## Classified Advertising

CLASSIFIED RATES  
5c word (per daily insertion)

### SALESMAN WANTED

SALESMEN to sell TestesTos Automobile Brake Lining to jobbing trade. State experience first letter. American Asbestos Company, Norristown, Pa.

"... the information you give to automobile merchants is indeed so valuable that no real merchant should be without it."

## BATES CHEVROLET COMPANY

INCORPORATED



NEW YORK CITY

November 24, 1925.

Mr. Alexander Johnston, Editor,  
Automotive Daily News,  
1926 Broadway,  
New York City.

Dear Sir:—

The "Automotive Daily News" is filling the long needed want in the automotive industry for quick, reliable, up-to-the-minute news and merchandising service.

We want to congratulate you on this splendid paper and we assure you that the information you give to automobile merchants is indeed so valuable that no real merchant should be without it.

We shall be glad to cooperate with you at any time.

We would suggest that a retail salesman's page be set aside to give personal notes and valuable retail sales suggestions.

Respectfully yours,

BATES CHEVROLET COMPANY, Inc.

HWM/D

Vice-President.

Use this coupon to keep the Automotive Daily News coming daily

AUTOMOTIVE DAILY NEWS.

1926 Broadway, N. Y. City, N. Y.

Gentlemen:

Enter my subscription at once for the AUTOMOTIVE DAILY NEWS, and note the terms I have indicated below.

3 Months at \$3.00	6 Months at \$6.00	1 Year at \$12.00
-----------------------	-----------------------	----------------------

I enclose \$....., or will send \$..... upon receipt of bill.

NAME .....

ADDRESS .....

City ..... State .....

## WATCH THIS LIST GROW

### Advertisers Who Use the Automotive Daily News

Advertising Service  
Ambu Engineering Institute  
Apex Sub Carburetor Co.  
Auburn Automobile Co.  
Aut-O-Lantern Co.  
Automobile Business Bureau  
Automotive Rotary Lift Co.  
Bear Mfg. Co.  
Bendix Brake Co.  
Benj. Van Why Body Co.  
Blu-Blaze Specialty Co.  
Bonney Forge & Tool Co.  
Buick Motor Car Co.  
Byrne-Kingston Co.  
Cadillac Motor Car Co.  
Chassis Lubricating Co.  
Chevrolet Motor Co.  
Clark Equipment Co.  
Continental Motors Corp.  
Danville Trunk Corp.  
Dayton Steel Foundry Co.  
Dodge Brothers  
Dunlop Tire & Rubber Co.  
Durant Motors, Inc.  
Eezee Mfg. Co.  
Elcar Motor Car Corp.  
Electric Auto Lite Co.  
Elks Magazine  
F. B. Stearns Co.  
Federal Truck Co.  
Fisher Body Corp.  
Flint Motor Car Co.  
Franklin Automobile Co.  
Frick Brothers  
Furness-Bermuda Steamship Co.  
General Motors Corp.  
Hampden Auto Top Mfg. Co.  
Hardie Mfg. Co.  
Hayes Wheel Corp.  
Herman Tire Bldg. Mach. Co.  
Hewitt Rubber Co.  
Hupp Motor Car Corp.  
Improved Gauge Corp.  
John Warren Watson Co.  
J. H. Newmark, Inc.  
Juhasz Carburetor Co.  
Kellogg Mfg. Co.  
Locomotive Co. of America  
Manhattan Insulated Wire Co.

Moon-Diana Motor Car Co.  
Morris R. Machol  
Morse Chain Co.  
Moto-Meter Corp.  
Murray Body Corp.  
Nestler Rubber Fusing Co.  
New Departure Mfg. Co.  
Nichols-Lantern Co.  
No-Carb Sales Co.  
Oakland-Pontiac Motor Car Co.  
Olds Motor Works  
Owen Dyneto Corp.  
Paige-Detroit Motor Car Co.  
Peerless Motor Car Corp.  
Pierce-Arrow Motor Car Co.  
Pines Winterfront Co.  
Portland Cement Association.  
Rawlings Co. of America, Ltd.  
Rickenbacker Motor Co.  
Roffman Rim Co.  
Rognon Mfg. Co.  
Ross Gear & Tool Co.  
Sartometer Sales Co.  
Schutte Body Co.  
Simplex Piston Ring Co.  
Spicer Mfg. Co.  
Splittorf Electrical Co.  
Spring Equipment Corp.  
Staynew Filter Corp.  
Stewart Motor Corp.  
Stutz Motor Car Co. of America  
Sun Oil Co.  
Swan-Haverstick, Inc.  
Ternstedt Mfg. Co.  
U-Kan Plate Corp.  
United Sales, Inc.  
U. S. Light & Heat Corp.  
Van Wheel Corp.  
Valve Motors Corp.  
W. L. Rowe, Inc.  
Weisman Luggage Mfg. Co.  
Wills Sainte Claire, Inc.  
Willys-Overland, Inc.  
Wire Wheel Corp. of America  
Wisconsin Parts Co.  
Wise Industries  
White Motor Co.  
Wonderlamp Co.